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# SESSIONAL PAPERS.

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VOLUME 6.

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SECOND SESSION OF THE SEVENTH PARLIAMENT

OF THE

PROVINCE OF CANADA.

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*Session 1863.*

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VOLUME XXI.

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# RETURN

To an Address of the Honorable the Legislative Assembly, dated 2nd March 1863, praying for a copy of the documents relating to the Postal Services by the Grand Trunk Railway Company.

J. O. BUREAU,

*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 23rd April, 1863.

(Copy.)

THE GRAND TRUNK RAILWAY COMPANY OF CANADA,  
Secretary's Office, Montreal 18th February, 1861.

SIR—I am instructed by the Executive Committee of the Grand Trunk Railway Company of Canada, to request you will have the goodness to favor me with the particulars of the account as made up by your department, the amount of which, viz.: \$113,144 89, has been paid over to the Receiver General, on account of this company,

I have the honor to be, sir,

Your most obedient servant,

(Signed)

JOSEPH ELLIOTT,

Secretary and Treasurer.

W. H. GRIFFIN, Esq.,  
Deputy Postmaster-General,  
Quebec.

(Copy.)

POST OFFICE DEPARTMENT,  
Quebec, 22nd February, 1861.

SIR—In reply to your letter of the 18th inst., requesting to be furnished with the particulars of the account, as made up by the Post Office Department, the amount of which \$113,144 89, has been paid over to the Receiver General, on account of the Grand Trunk Railway, I beg to enclose a Statement, showing the particulars asked for.

In obedience to the Statute declaring that the rates to be paid in Canada for Railway Mail Service, should be determined by order in Council, an Order was passed in September, 1858, fixing the rates to be so paid at \$30 per mile of railway, per annum, for a service once a day each way, with a travelling Post Office by day train, and at \$40 per annum for same amount of service if by night train, and for mails sent as freight, in charge of the Company's Officers, when not exceeding 2 cwt., two cents per single train mile, but in making up this account it was decided to allow the full amount claimed by the Grand Trunk Company up to the date of this Order in Council, viz.: September, 1858, the Postmaster General being willing to recommend that under all the circumstances, the right, to object to the claim made, whilst the provision of the Statute devolving upon the Executive Council the power to fix the rate of charge remained in abeyance, should be waived.

To arrive at a settlement up to 31st December, 1860, it was computed, that the Mail Service of the Grand Trunk, over all its sections, including Riviere du Loup branch, might, on a liberal application of the Order in Council, be considered to be equivalent to

two double services daily, one by day train, and one by night, creating a charge of \$70 per mile per annum, up to 5th October, 1860, the accounts rendered formed a basis for this calculation, but for the period from 6th October, to 31st December, 1860, as no account was available, an estimate of \$20,000 was added, to cover the amount for that period, on the line west of Quebec, and for the service of the Riviere du Loup branch, during the year 1860 up to 31st December.

I beg to observe that no deduction has been made from any of the amounts claimed for special service.

For the future, commencing 1st January, 1861, it will be desirable that the accounts for Mail Services should be furnished Quarterly by the Grand Trunk office, in conformity to the terms of the Order in Council, as above quoted.

(Signed) W. H. GRIFFIN,  
Deputy Postmaster General.

JOSEPH ELLIOTT, Esq.,  
Secretary and Treasurer, G. T. R.  
Montreal.

(Copy.)

STATEMENT of balance due by Post Office Department, to Grand Trunk Railway Company, for Mail Service, to 31st December, 1860.

Balance due, as claimed by Grand Trunk Railway, on accounts rendered to 5th October 1858, at the rate of \$110 per mile, charged by Company,.....		\$64,703 27
Service performed in quarter ended 5th January, 1859, 644 miles @ \$70, and 96 days Sarnford to London.....		11,840 74
5th April, 675 miles @ \$70 .....		11,812 50
5th July, 676 do do .....		11,830 00
5th October, 676 do do .....		11,830 00
5th January, 1860, 676 miles, @ \$70.....	\$11,830 00	11,830 00
Sarnia Branch.....	201 38	
Special Service.....	1,168 00	
		13,199 38
5th April, 1860, 748 miles @ \$70.....	\$13,090 00	
Special Service.....	729 00	
		13,819 00
5th July, 1860, 748 miles @ \$70.....	\$13,090 00	
Special Service.....	1,880 00	
		14,970 00
5th October, 1860, 748 miles @ \$70.....	\$13,090 00	
Special Service.....	4,050 00	
		17,140 00
Period from 6th October, 1860, to 31st December, 1860, including Service on Riviere du Loup Branch, during year 1860, estimate.....		20,000 00
		\$191,144 89
Less paid by Post Office Department on account—		
21st February, 1860.....	\$18,000 00	
5th March, 1860.....	60,000 00	
		78,000 00
		\$113,144 89

The above sum of \$113,144 89, has been paid over to the Receiver General on account of the Grand Trunk Railway.

I am, &c.,  
(Signed) W. H. GRIFFIN,  
Deputy Postmaster General.

(Copy.)

THE GRAND TRUNK RAILWAY COMPANY OF CANADA,  
SECRETARY'S OFFICE, MONTREAL, 14th March, 1861.

SIR,—With reference to the statement of the Grand Trunk Railway Company's Account, to 31st December last, with which you have kindly favored me, I have to request you will further oblige me by explaining in what manner or to whom the payment of \$18,000, on the 21st February, 1860, was made.

(Signed)

W. H. GRIFFIN, Esquire,  
Deputy Post Master General, etc., etc., etc., Quebec.

I am, &c.,  
JOSEPH ELLIOTT.

(Copy.)

POST OFFICE DEPARTMENT,  
21st March, 1861.

SIR,—In reply to your letter of the 14th inst., I beg to say, that the payment of \$18,000 referred to was made to the Receiver-General, on account of the Grand Trunk Railway, on the 21st February, 1860, to be placed to the credit of the Railway in account with the Government.

I am, &amp;c.,

(Signed)

JOSEPH ELLIOTT, Esq.,  
Secretary and Treasurer, Grand Trunk Railway,  
Montreal.

W. H. GRIFFIN,  
Deputy Post Master General.

(Copy.)

To His Excellency the Right Honorable Sir EDMUND HEAD, Bart., P.C., K.C.B.,  
Governor-General of British North America, etc., etc., etc.:

The Memorial of the Undersigned, Directors in London of the Grand Trunk Railway in Canada, sheweth,

That Your Memorialists are the Directors in London of the Grand Trunk Railway of Canada, an undertaking duly constituted by several Acts of the Canadian Legislature;

That for some time past the entire mileage of the Line, extending to 1096 miles and including the Victoria Bridge two miles in length, has been open for traffic;

That, by reason of financial and other difficulties, the affairs of the Company have, for nearly two years, been in a state of great confusion;

That the revenue from the traffic has been inadequate to provide for rents of leased lines and interest on debenture obligations;

That the Company is in debt to judgment and other creditors, to the extent of nearly two and a half millions sterling;

That, as appears by the Report of the recent Commissioners appointed by Your Excellency, in November last, the condition of the permanent way, on several sections, is defective and requires early and extensive repair on mere grounds of public safety;

That it appears also, from the Report of the same Commissioners, that there is immediate and urgent need of improved and extended station and terminal accommodation along the line, and also most urgent need of additional rolling stock to meet the necessities of the trade of the Province.

Your Memorialists further represent to Your Excellency,

That at a large meeting of Bond and Shareholders, held at the London Tavern in this City, on the 2nd January last, a Select Committee of seven Bond and Shareholders was appointed to confer with the Directors, "as regards all the affairs of the Company, and to consider schemes for equipping the line with plant and rolling stock, and for extricating the Company from its present financial difficulties."

Of this Committee, Robert Wigram Crawford, Esquire, one of the Members of Parliament for the City of London, became Chairman, and William Newmarch, Esquire, F.R.S., Deputy-Chairman.

This Committee have, during the past six months, diligently prosecuted the enquiries referred to them, and have issued two Reports, namely: a first Report, dated 6th February, 1861, and a second Report, dated 9th July, 1861, copies of both of which are forwarded with this Memorial for the information of Your Excellency.

At a meeting of Bond and Shareholders, held at the London Tavern in this City, on the 19th July instant, the scheme of reorganization and financial relief, proposed by the Select Committee in their second Report, was adopted with no more than five or six dissentients; and the following further resolution was also adopted unanimously by the same meeting, namely: "That, having regard to the urgency and importance of the case, the Directors be requested to appeal to the Canadian Authorities, and to take such steps as they consider necessary, with a view to the earliest possible legislation in respect of the several matters referred to in the Reports of the Directors and Committee."

Your Memorialists desire to represent to Your Excellency, that no further step can be taken towards the reorganization and relief of the Grand Trunk Railway Company until the scheme, adopted at the meeting of the 19th July instant, has been submitted to the Canadian Legislature.

Your Memorialists also desire to draw the particular attention of Your Excellency to the circumstance that the members composing the only legal Board of the Company, namely, the Directors acting at the head offices of the Company at Montreal, have tendered their resignations, and only remain in office until successors are appointed.

Among the most important of the recommendations contained in the second Report of the Select Committee and adopted at the recent meeting, are:

(1.) Proposals for raising, in England, a sum of £500,000 sterling, for the purpose of fully completing and equipping the Line, and,

(2.) Proposals for applying to the Canadian Legislature to capitalize for a present sum of one and a half millions sterling, in Province Bonds, the payments to be made to the Line for postal and military service during the next ensuing 25 or 30 years.

It is also a proposal of the Select Committee that immediate and urgent efforts should be made to give effect to these measures in such a manner as to ensure, for the autumn trade of Canada of the present year, 1861, reasonably improved and augmented accommodation, as regards rolling stock and other appliances necessary for the convenience, encouragement, and safety of the traffic.

Your Memorialists have further to represent to Your Excellency that, considering the accumulated embarrassments and the perplexing and ever-growing litigation to which the Line is now exposed and must continue to be exposed until the general scheme of reorganization, adopted on the 19th July instant, can be carried into execution, Your Memorialists remain from day to day in constant apprehension that to the infinite loss and detriment of the Province, as well as of all other parties concerned, the daily traffic along the Line may be suspended.

Adverting to the facts and premises herein set forth, Your Memorialists desire most respectfully to apply to Your Excellency in Council, to summon together the Parliament of the Province, at the earliest possible date, at a date which Your Memorialists venture most respectfully to suggest should not be later than the first week in September next; and Your Memorialists further venture most respectfully to suggest that among the earliest business of the proposed session, should be the consideration of the scheme of reorganization and relief which, by resolutions already recited, Your Memorialists were directed, by the meeting of the 19th July instant, to submit to "the Canadian Authorities, with a view to the earliest possible legislation."

Your Memorialists desire most respectfully, in conclusion, to rest this appeal to Your Excellency in Council on the three following principal considerations, namely:

(1.) The necessity for an early decision of the Parliament of Canada as regards the raising at once in England of a sum of £500,000 sterling for the purposes of completing, repairing and equipping the line.

(2.) The necessity for an early decision of the same Parliament as regards reorganizing

the constitution and management of the Company and capitalizing the payments for Postal and Military subsidy, and

(3.) The necessity for early legislative measures directed to the removal of the accumulating embarrassments, and the harrassing litigation which threaten to render the daily working of the line impossible.

And your Memorialists as in duty bound will ever pray.

(Signed)

THOMAS BARING,  
GEO. CARR GLYNN,  
K. O. HODGSON,  
WILLIAM CHAPMAN,  
H. WOLLASTON BLAKE.

Offices of the Grand Trunk Railway Company of Canada,  
21 Old Broad Street, London, E. C., 30th July, 1861:

(Copy.)

Upon the reference of the memorial of the London Board of Directors of the Grand Trunk Railway Company, received 20th August, and of the letter of the Superintending Commissioner, Mr. Watkins, received 12th instant, the undersigned has the honor respectfully to report for the consideration of His Excellency the Governor General, in Council :

The Position of the Grand Trunk Railway, as stated in the documents referred—and also in the report of the Commissioners appointed by His Excellency to investigate its affairs—is manifestly one of very great difficulty, involving not only most serious pecuniary loss and embarrassment to individuals, but also grave dangers to the commerce of the Province, to the maintenance of its Postal Service, especially that connected with the Steamship Line, and to the ordinary traffic, which is now so largely dependent upon railway facilities.

The Grand Trunk Railway Company represent that the amount now paid by the Province for Postal Service is wholly inadequate. It is claimed that the sum should be equal to its capitalization at one and a half a million sterling for the service of the ensuing 25 or 30 years.

This capitalization is sought for to enable the Company to effect a settlement of their pecuniary difficulties, and in connection therewith, legislative authority is prayed to enable the further sum of £500,000 sterling to be raised by the Company for completing, repairing and equipping the Line, and to give effect to the details of a plan, submitted with the Memorial, for the reorganization of the undertaking.

The Memorial further prays that the case may be laid before Parliament at an early Session, on the grounds that accumulating embarrassments and harrassing litigation threaten to render the daily working of the Line impossible, and Mr. Watkin, the Superintending Commissioner, expresses his apprehensions that the Line cannot be maintained open during the ensuing winter without action on the part of the Government and Legislature of Canada.

The undersigned does not consider it necessary to do more than advert to the disastrous consequences which, in his opinion, would flow from a stoppage of the Line; so far as it may be possible to avert such a calamity, without emperiling other and some more important interests, he believes it to be the duty of the Government to recommend the Legislature to act; and in this view he respectfully submits the following observations on the foregoing recital of the Grand Trunk case:

As regards the claim for an increased Postal subsidy, his Excellency in Council has by law the power of determining the rate of remuneration for all railways in Canada, and the present rate of payment has been thus settled, at a considerable reduction upon the rate first agreed upon by the Government, and subject to the protest of all the railways in the Province.

The reservation of this power to the Government, could only have been in the belief by Parliament, that it would be exercised fairly, as the intention of the Legislature never could have been to compel service for the public without adequate remuneration.

The Government have no doubt acted in the belief that the sum allowed was sufficient and the undersigned is of opinion, that for the accommodation given to the public, no such claim as that advanced could be sustained; but, taking into consideration the importance of fully maintaining the reputation of the Province for fair dealing; and of removing all possible ground for just complaint, the opinion of the undersigned is, that the Governor in Council should reconsider the question of Postal allowance to the Grand Trunk Railway, making provision at the same time, for such additional facilities and control of Mail Trains to the Post Office Department, as may render the service more efficient and satisfactory to the public.

The views of the Government and of the Company as regards the scale of remuneration are so widely apart that there would not seem any likelihood of a satisfactory settlement of the question by the action of the Governor in Council alone, and the undersigned would therefore recommend, that the Company be informed that the Government are prepared to submit the question of the rate of postal payment, to the arbitration of three disinterested parties.

The arbitrators to be empowered to determine the amount to be paid annually for a period of five years, and also to furnish, for the information of His Excellency, their views as to the future annual rate for periods of five years thereafter, till 1890.

The capitalization of the annual postal payments rests wholly with Parliament, and the Government have only to consider whether the nature of the case is such as to warrant them in recommending such a departure from the usual practice. Assuming that the service could be regularly and satisfactorily enforced, it would be plainly a matter of no moment to the Province, whether the sums were paid direct to the Company, or to the holders of the obligations that may be issued to represent these sums.

But in assenting to such a capitalization, the Province would forego the ordinary means of enforcing the service stipulated, and would necessarily require other and satisfactory guarantees.

Evidently the first step to be taken, would be the perfect restoration of the credit of the Company, and the prevention of a recurrence of such embarrassments as are now overwhelming it. It would be therefore impossible in the first place to consider the application to capitalize the Postal Subsidy, without also adverting to the proposed plan of reorganizing the Company. Under ordinary circumstances, it would only be necessary for the Government to guard in the proposed legislation against improper interference with private rights, but in the present case it would become further necessary to be assured that the plan proposed would place the Grand Trunk Company in such a position as to warrant Parliament in making such a contract with it as is desired.

The undersigned has carefully considered the documents submitted with the memorial and he respectfully reports that in his opinion, the proposed plan would not permanently remove the pecuniary difficulties of the Company, nor would it effectually re-establish its credit.

The most serious and it seems fatal objection, in connection especially with the proposed capitalization of 25 or 30 years' service, would be that it would only provide for a postponement of certain claims which revive in five years.

It appears to the undersigned, that Parliament never should consent to a serious interference with existing interests, with the certainty that a similar crisis must arise after a short lapse of time.

The only justification for legislation is to be found in the admitted bankruptcy of the Company, and their total inability of dealing with the varied interests by ordinary legal proceedings. The great public interest involved, and the rights reserved to the Province, must probably compel some legal remedy for the present state of affairs, but such a remedy ought to be permanent and not, as proposed, temporary.

Another and very doubtful proposal is that of engaging to make certain payments on Bonds, etc., without any reference to the net receipts from traffic. A very brief review of the financial state of the Company will satisfy every one that its capital has been absorbed and its credit ruined mainly through the enormous sums paid or due on its various classes of capital—leases, bonds and shares. The Railway being now virtually completed, and no other means of paying such annual sums than the net receipts, it appears most unwise to

adopt, as a prominent feature of the new plan, an absolute engagement to pay certain sums whether earned or not.

Future difficulty would seem to be assured by this provision.

The classification of the various interests involved would be a point to be left to the parties themselves, did it not appear that the expectation of the London Directors was that such settlement should be made compulsory.

The undersigned cannot believe that Parliament would legislate upon such vast individual rights without very great care and provision for their protection. It is, no doubt, hopeless to expect perfect unanimity among such and so conflicting interests, but the absolute acquiescence of a large proportion of every class of those interested would seem essential.

Without entering further into the detail of the scheme, the undersigned believes that the objections already stated render it impossible for the Government to entertain the application to capitalize the postal subsidy in favor of the Company, as thus proposed to be reorganized. He fears that no adequate security for the performance of the service could be proposed.

Having stated the objections which appear to exist in meeting the application for certain proposed legislation, the undersigned has only to add his recommendation to His Excellency in Council, that the London Directors of the Grand Trunk Railway Company be informed that His Excellency does not at present consider that a special Session of Parliament should be convened, but hopes that in the meantime, the best mode of arranging the difficulties of the Company will be determined upon, and that the working of the Line may not be interrupted.

(Signed)

1st October, 1861.

A. T. GALT,

Minister of Finance.

Copy of a Report of a Committee of the Honorable the Executive Council approved by His Excellency the Governor General in Council, on the 2nd October, 1861.

The Committee have had under consideration, the memorial of the Directors in London of the Grand Trunk Railway of Canada, praying that Parliament may be assembled to consider a measure of relief for that Company, and a letter from Edward Watkin, Esqr., Superintending Commissioner, together with the Report of the Honorable the Minister of Finance, hereto annexed.

The Committee concur in the Report of the Honorable the Minister of Finance, and recommend the same for your Excellency's approval.

Certified.

(Signed)

WM. H. LEE, C. E. C.

#### PROVINCIAL SECRETARY'S OFFICE

Quebec, 3rd October, 1861.

SIR,—I have the honor to inform you that His Excellency the Governor General has had under his consideration in Council, the memorial of the Directors of the Grand Trunk Railway of Canada, praying that Parliament may be assembled to consider a measure of relief for the Company. His Excellency in Council, has also had before him a letter from you on the same subject.

I am now to state for the information of the memorialists, that His Excellency is advised that the position of the Grand Trunk Railway, as stated in the documents submitted to him, and also in the Report of the Commissioners appointed by his Excellency the Governor General to investigate its affairs, is one of great very difficulty, involving not only most serious pecuniary loss and embarrassment to individuals, but also grave dangers to the commerce of the Province, to the maintenance of the Postal Service, especially that connected with the steamship line, and to the ordinary traffic which is now so largely dependent upon Railway facilities.

The memorialists represent that the amount now paid by the Province for Postal Service, is utterly inadequate, and they claim that the sum should be equal to its capitalization at one and a half million sterling, for the service of the ensuing 25 or 30 years. This capitalization is sought to enable the Company to effect a settlement of their pecuniary difficulties, and in connection therewith, Legislative Authority is prayed to enable the further sum of £500,000 sterling, to be raised by the Company for completing, repairing and equipping the line, and to give effect to the details of a plan, submitted with the memorial, for the reorganization of the undertaking. The memorial further prays that the case may be laid before Parliament, at an early session, on the ground that accumulating embarrassments and harrassing litigation threaten to render the daily working of the line impossible.

His Excellency also observes that you express your apprehension that the Line cannot be continued open during the ensuing winter without action on the part of the Government and Legislature of Canada.

His Excellency in Council, is fully alive to the disastrous consequences which would flow from the stoppage of the line. So far as it may be possible to avert such a calamity, without imperiling other, and even more important interests. His Excellency the Governor General considers it to be the duty of the Government to recommend the Legislature to act, and in this view, His Excellency directs me to offer the following observations on the statements contained in the memorial of the Grand Trunk Railway Company.

As regards the claim for an increased postal subsidy, His Excellency in Council, has by Law, the power of determining the rate of remuneration for all Railways in Canada, and the present rate of payment has been thus settled at a considerable deduction upon the rate first agreed upon by the Government, and subject to the protest of the Railway Companies.

The reservation of this power to the Government could only have been in the belief by Parliament that it could be exercised fairly, as the intention of the Legislature never could have been to compel service for the public without adequate remuneration. The Government have acted in the belief that the sum allowed was sufficient, and His Excellency is of opinion, that, for the accommodation given to the public, no such claim as that advanced could be sustained. But taking into consideration the importance of fully maintaining the reputation of the Province for fair dealing, and of removing all possible ground for just complaint, His Excellency considers that the Government should reconsider the question of Postal allowance to the Grand Trunk Railway, making provision at the same time for such additional facilities and control of mail trains to the Post Office Department, as may render the service more efficient and satisfactory to the public.

The views of the Government and of the Company as regards the scale of remuneration, are so widely apart, that there would not seem any likelihood of a satisfactory settlement of the question by the action of His Excellency in Council alone, and His Excellency accordingly directs me to inform the memorialists that the Government will be prepared to submit the question of the rate of Postal payment to the arbitration of three disinterested parties.

The Arbitrators to be empowered to determine the amount to be paid annually for a period of five years, and also to furnish, for the information of His Excellency, their views as to the future annual rate for periods of five years, thereafter till 1890.

The Capitalization of the annual postal payments rests wholly with Parliament, and the Government have only to consider whether the nature of the case is such as to warrant them in recommending such a departure from the usual practice. Assuming that the service could be regularly and satisfactorily enforced, it would be plainly a matter of no moment to the Province, whether the sums were paid direct to the Company, or to the holders of the obligations that may be issued to represent those sums. But in assenting to such a capitalization, the Province would forego the ordinary means of enforcing the service stipulated, and would necessarily require if they could be had, other and satisfactory guarantees.

Evidently the first step to be taken would be the perfect restoration of the credit of the Company, and the prevention of the recurrence of such embarrassments as are now

overwhelming it. It would be therefore impossible in the first place to consider the application to capitalize the postal subsidy, without also adverting to the proposed plan of reorganizing the Company. Under ordinary circumstances it would only be necessary for the Government to guard, in the proposed legislation, against improper interference with private rights, but in the present case it would become further necessary to be assured, that the plan proposed would place the Grand Trunk Railway Company in such a position as to warrant Parliament in making such a contract with it as is desired.

After a careful consideration of the documents submitted with the Memorial, His Excellency considers that the proposed plan would not permanently remove the pecuniary difficulties of the Company, nor would it effectually re-establish its credit.

The most serious, and it seems fatal objection in connection, especially with the proposed capitalization of twenty-five or thirty years service, would be that it would only provide for a postponement of certain claims which revive in five years. It appears to His Excellency in Council, that Parliament never should consent to a serious interference with existing interests, with a certainty that a similar crisis must arise after a short lapse of time. The only justification for legislation is to be found in the admitted bankruptcy of the Company, and their total inability of dealing with the varied interests by ordinary legal proceedings. The great public interests involved and the rights reserved to the Province, must probably compel some legal remedy for the present state of affairs, but such a remedy ought to be permanent, and not, as proposed temporary. Another and very doubtful proposal is that of engaging to make certain payments on bonds, &c., without any reference to the net receipts from traffic. A very brief review of the financial state of the Company will show, that its capital has been absorbed and its credit ruined, mainly through the enormous sums paid or due on its various classes of capital—leases, bonds, and shares. The railway now being virtually completed, and no other means of paying such annual sums than the net receipts, it appears most unwise to adopt, as a prominent feature of the new plan, an absolute engagement to pay certain sums, whether earned or not. Future difficulty would seem to be assured by this provision.

The classification of the various interests involved, would be a point to be left to the parties themselves, did it not appear that the expectation of the London Directors was, that such settlement should be made compulsory.

His Excellency cannot believe that Parliament would legislate upon such vast individual rights, without very great care and provision for their protection. It is, doubtless, hopeless to expect perfect unanimity among such and so conflicting interests, but the absolute acquiescence of a large proportion of every class of those interested would seem essential.

Without entering further into the detail of the scheme, His Excellency believes that the objections already stated, render it impossible for the Government to entertain the application to capitalize the postal subsidy in favor of the Company, as thus proposed to be re-organized. His Excellency fears that no adequate security for the performance of the service could be proposed.

Having stated the objections which appear to exist in meeting the application for certain proposed legislation, His Excellency in Council has only now to inform the London Directors of the Grand Trunk Company, that His Excellency does not at present consider that a special session of Parliament should be convened, but hopes that in the meantime, the best mode of arranging the difficulties of the Company will be determined upon, and that the working of the line may not be interrupted.

I have the honor to be, Sir,

Your most obedient servant,

(Signed)

C. ALLEYN,

Secretary.

Edward Watkin, Esq.,  
Superintending Commissioner,  
Grand Trunk Railway Company,  
Montreal.

(Copy.)

## GRAND TRUNK RAILWAY OF CANADA,

MONTREAL, October 4th, 1861.

SIR,—I beg to acknowledge the receipt of your favor dated 3rd instant.

I regret that His Excellency in Council does not see his way to granting the prayer of the memorial, which I had the honor to present on behalf of the Grand Trunk Railway Company.

As I have already so fully explained the difficulties which must surround the enterprise which I represent, in the absence of a just and fair remuneration for the Postal Service performed, and of the assistance which, based thereon, it has been my duty to request, it is needless for me further to confirm the views which I have felt it my duty very earnestly to express.

I can, however, only repeat to you that no effort shall be wanting to keep the Grand Trunk Railway open for the benefit of the Province during the coming winter, and if after all our exertions and responsibilities, those efforts should prove to be inadequate, we can only regret the result, without having to blame ourselves for the consequences.

As regards the question of Postal Service. I must be pardoned if, in answer to the observations thereon contained in your letter, I venture to remind you that the service has been performed in such strict accordance with the orders of the Postal Department, that it has never yet been the subject of official complaint; and I must ask for indulgence further, when I express, with every deference, as the result of my own observations in this country and in England, that there is no Postal Service on this continent or elsewhere, all the difficulties considered, more efficiently carried out, or carried out at greater sacrifice to the company performing it.

At the same time, it is with pain that I have to remind you, that even the remuneration, insufficient and inadequate as we believe it to be, proposed by the Government themselves, is now in dispute and in arrear. It would be inopportune for me to attempt to defend the Grand Trunk Railway Company, from the statement "that its capital has been absorbed and its credit ruined mainly through the enormous sums paid or due upon its various classes of capital, leases, bonds and shares," but I must remind you that, under the Act called "The Relief Act," the Government stipulated for the complete opening of the Railway within its widest limits, and for assistance being rendered out of the corporate funds of the Grand Trunk Railway Company, to subsidiary roads, and the necessity thus to complete a work which as a commercial speculation experience has proved to be in advance of the times, compelled the incurrence of liabilities, both corporate and personal, which would not otherwise have been undertaken.

As regards the leases entered into by the Company, they are confined to two: that of the St. Lawrence and Atlantic, and of the Detroit and Port Huron Railways. The former was entered into with the view to give to Canada an outlet to a port upon the Atlantic, the latter was proposed with a view to give independent access to the great American Railway System of the West.

How far the terms of either of these leases have turned out, as considered by the light of our present experiences, to be justified, it is not for me here to say, satisfied as I am, that the Grand Trunk Proprietors, whatever may have been the mistakes into which they may have been led, have conferred a vast service upon this Province, and have been plunged into loss and ruin almost entirely through their determination, in the midst of a most critical period, and at the greatest sacrifices of every kind, honorably to carry out, in letter and in spirit, the whole of their engagements with the Province of Canada. Begging your indulgence for the above remarks (in extenuation of the course pursued by interests which are suffering for the services which they have rendered, I now beg to reply to the proposition in reference to the settlement of the amount of the Postal payment.

Having a strong opinion that the equity of the case is in no manner met by the present amount of the Postal payment, I could not refuse to submit the question to a fair arbitration; but at the same time I must remind you that this course involves delay, and that that delay may bring consequences which, in face of present political complications and commercial necessities, would deserve the name of disaster.

These consequences shall, if possible, be averted, but I cannot shut my eyes to the facts every day brought before my notice.

Having, however, made such representations as I believed it to be my duty to set forth, I have now no course left open to me but to accept the decision of His Excellency in Council, of an arbitration in reference to the amount of the Postal Service, and I beg to name Mr. J. W. Brooks, of Boston, as Arbitrator for the Company, entreating you at the same time to favor me, without delay, with the name of the Arbitrator for the Government, with a view to these gentlemen selecting an Umpire, and thus proceeding with the business before them, with the least possible loss of time.

As regards the very important question of the future reorganization of the Company, it will be my duty immediately to transmit your letter to the Board of Directors in London, and to proceed to England to obtain further instructions in reference thereto. It will be impossible, however, for me to leave Canada for some weeks, owing to the preparations necessary to be made for the working of the Line in the coming Winter, and I trust that, in this interval, it may be possible to expedite the reference of the question of Postal payment.

Pegging the favor of a very early reply,

I have the honor to be, Sir,

Your most obedient Servant,

(Signed)

EDWARD WATKIN,  
Superintending Commissioner Grand Trunk Railway.

The Hon. CHARLES ALLEYN,  
Provincial Secretary,  
Quebec.

(Copy.)

GRAND TRUNK RAILWAY,  
RUSSELL'S HOTEL, Quebec, March 9th, 1862.

Sir - I requested Mr. Brydges to see you, and to state that we intended to considerably improve the communication between Quebec and Montreal, beginning the new system of trains at once.

I wish to explain that we do this, not from any necessity of our own traffic, but simply to remove public complaints, which undoubtedly are well-founded. These complaints however, need not have arisen had a proper system of Mail Service, the Mails being the consideration of such service, been arranged between the Company and the Post Office.

Even at present, the train mileage of the Grand Trunk Railway is far in excess of what its traffic justifies, and it ought to be very considerably reduced. It cannot be so reduced however, without damage to the postal service, which we have been very anxious to avoid, but the time has, I think, come when, without much delay, a frank examination of the whole question should be undertaken, with a view to introducing such improvements as a cordial understanding between the Company and the Postal Department may enable.

I intended to have done myself the pleasure to call upon you, but I am obliged to go very early to-morrow morning to Detroit; I shall return to Quebec in a week or ten days; but if there is any point upon which you would wish to see me, I will wait upon you this evening, any time before 7 o'clock.

(Signed)

EDWARD WATKIN,  
Superintending Commissioner.  
Grand Trunk Railway.

The Hon. SIDNEY SMITH,  
&c., &c., &c.,  
Postmaster General, Quebec.

GRAND TRUNK RAILWAY OF CANADA,  
Quebec, 5th April, 1862.

SIR,—In obedience to the wish expressed by the Governor General in Council, in the letter which I had the honor to receive from you, dated the 3rd October, 1861, and to the representations of the Government, conveyed to me personally, the Grand Trunk Railway has been kept open in the interests of the Province, through the past winter, and during a very critical period. The Railways connecting with Portland and Detroit, have also been kept open, and the mail service in connection with the United States, and with the Canadian Mail Steamers, has been throughout, performed.

The temporary stoppage of the Railway which then appeared to be inevitable, in presence of its relations with the Postal Department, and with its creditors, might have facilitated the complete reorganization of the undertaking in commercial proportion to the small amount of its income, and might have been for other purposes, such as the renewal and improvements without interruption, of some portions of the road and works, in the autumn, desirable in the interest of the Bond and Shareholders. As not merely commercial and postal, but also subsequently grave military considerations were involved, and as there was a prospect of rupture with the United States, the Government might fairly, at such a juncture, have been called upon to assist the Company by pecuniary aid, with a view to placing the great highroad of the Province in a special state of efficiency. But not only was that assistance not given, but the Postal payments due to the Company for work actually performed, were, (and are still) and as the Company considers unjustly withheld also. At the same time the enterprise has been made the victim of a strong animosity, and of constant detraction, even from parties who had the best means of knowing the difficulties to be encountered. Thus a serious risk of failure and disaster has been incurred, although fortunately for all, its consequences have been averted by the unaided exertions of the Grand Trunk Company, although at very considerable present and future cost.

The written testimony of the Deputy Quarter Master General, a copy of which I enclose, confirms the efficiency with which the military services have been performed by the Company. To keep the road efficiently open, has under the circumstances, involved much extra expense, and much untimely destruction of material, to be made good by an increased outlay on renewals, while the responsibility of working an excessive complement of Trains over portions of road declared by Government Commissioners to be in a defective condition, was a serious consideration.

Referring then to these facts which I venture to hope may weigh favorably for the Company, with the Government and with Parliament—to the memorial which I had the honor to present on the 20th August, and to my letter of the 10th of September, 1861, I have now again respectfully, but very earnestly to press the case of the Grand Trunk Company upon the attention of the Government, in the hope that a just measure of relief, and such legislation as will enable the Company to re-establish its credit, and thereby to provide adequately for the growing Commercial requirements of the country may be laid before Parliament at the earliest possible moment.

While to the Company, delay will bring increased embarrassment, loss of credit, and litigation, which almost at any moment may lead to a seizure and the stoppage of the Line, the industry of the Province will suffer by the uncertainty of the Company's future operations.

The short period too which this climate leaves for work of repair and renewal, will be further reduced, and safety as well as commercial interests may be perilled. These are risks which the Company is most anxious to avoid, and which as it believes, the Government has both the power and the will to prevent. No time however, ought to be lost in providing the remedy.

The objections to the scheme of re-organization, set forth in the memorial which I had the honor to present on the 20th August last, and which are contained in your letter of the 3rd October, have been met by concessions on the part of all classes, and I have been empowered by a special resolution, to act for all the interests connected with the undertaking, who look to the just revision of the Postal payment and to its capitalization, under proper security as to the only mode of redeeming the credit and securing the future of the concern.

But those interests do not, let me premise, come to the Government until they have done their own part by making large sacrifices. Nor do they consider they are asking for a "subsidy" for whatever their moral claim on the Government and people of Canada may be, they ask through me, for no GIFT whatever, nor even for a "loan" in the ordinary sense, from the Province.

The Creditors of the Company generally, have agreed to accept a composition—the Bondholders have agreed to alienate in favor of the Creditors all postal payments, to submit to a reduction of their rate of interest, and to accept such legislation as will prevent future embarrassment in case of non-payment of interest: the Lessors of the Detroit and Port Huron Railway have agreed to a very large reduction of their rent, and the Lessors of the Portland Line, residing in England, are ready to submit to a temporary reduction of their rent also.

At the same time, the working of the Line is being at once reorganized, and the fixed policy of the Company will secure that the Railway shall be managed as a purely commercial and purely Canadian Institution, free from all political or other influence whatever.

Therefore it is, that arrangements have been made subject to the sanction of Parliament, under which the original idea of the Legislature, viz.: that of one main through-route, in one Canadian interest, from Riviere du Loup to Windsor and Sarnia, may be realized, that exchanges of traffic and of rates are being effected with subsidiary lines, and will be proposed to the water carrying companies, and that a system of recruiting the company's staff, by training the youth of the country itself to the service, is being introduced.

With restored credit, this policy steadily and industriously carried out, will gradually develop the resources of the undertaking; and as a consequence those of the country, and while the hopes held out in the original prospectus, issued under official authority, may, unfortunately, never be realized, a moderate and progressive increase of profit, this condition being fulfilled, will become no matter of uncertainty. Thus the efficient working of the public service will be provided for, and the interests of the Province will be largely secured. The satisfactory progress of the traffic and the increase of net profit earned, small though the total amount may yet be, are hopeful features, and though the severity of the climate and other causes, will compel an exceptionally high rate of working charges and heavy outlay on renewals and improvements of the road and stock—there can be no doubt now that as a whole, the railway once fully equipped, and with its credit restored can be efficiently worked to a profit, and can be kept open with increasing efficiency by its own earnings alone. The Railway will be then certainly self-supporting.

On the other hand, so long as a load of floating debt remains unliquidated, and the postal service is performed at a heavy loss, there can be no security for the Company's operations—the needful materials for renewals on a liberal and sound scale cannot be procured, confidence cannot be restored, and the supply of an increasing amount of working plant and equipment by further subscription of capital in England or in Canada, is utterly impossible.

It rests then, with Government and Parliament alone, for no other power is adequate, to decide whether this great work shall be forced into insolvency and decay, or whether it shall be preserved, improved and extended, as a main agent in the progress, strength and security of the country.

Let me repeat then what it is that the Company has asked from the Government.

*First.* That a just payment should be made for the Postal service, and

*Second.* That the Province should agree to pay the annual amount, not by a cheque from the Postal Department, but in the shape of half yearly interest upon bonds carrying Provincial obligation, and for a fixed period of years, so as to enable the Company to arrange with its creditors for the liquidation of whose debts the Postal moneys, as before stated, will be devoted.

As regards the *first* head of its Petition, His Excellency in Council, proposed in your letter of the 3rd of October, that the amount due to the Company should be settled by arbitration, and although that proposition involved delay, it was at once accepted.

As the arbitration is at length proceeding it is not for me to enter here upon the discussion of a case now "sub judice," but I may be forgiven for observing that the highest practical opinions, not only in Canada, but in the United States and in England, which

have been consulted, justify the Company in their full confidence, in the opinion that the Postal moneys which have been paid are entirely and totally inadequate. I may also state without impropriety, that there are portions of the Special Postal Service for which the Company has never yet been paid at all; and it is now discovered that the Postal Department has been in the habit of paying another Railway Company for special trains, more than double the sum per mile run, ever accorded to the Grand Trunk Company.

As regards the second head of its petition, your official letter of the 3rd October, in stating that "the capitalization of the annual Postal payments rests wholly with Parliament," proceeds to declare that "assuming that the service could be regularly and satisfactorily enforced, it would be plainly a matter of no moment to the Province whether the sum were paid direct to the Company or to the holders of the obligations that may be issued to represent these sums, but in assenting to such a capitalization the Province would forego the ordinary means of enforcing the service stipulated, and would necessarily require if they could be had, other and satisfactory guarantees."

The Company is ready to afford those guarantees, and in a manner which will perfectly secure the Government against any risk however imaginary alleged, and unless it be contended that the trade and population of the Province are now and will ever remain inadequate to produce traffic enough to pay the ordinary working expenses of its arterial railway system, (a proposition which would mean that this system ought never to have been constructed at all, and therefore ought now to be finally closed.) there can remain no valid objection to the adequacy of the guarantees which the Company are ready to submit to.

What, then, can be the objection to rendering an assistance which, admittedly involving no gift of money—for the annual sum is matter of arbitration,—can be made free even of risk?

It is with deep regret and discouragement that the interests affected have learned that there has appeared, in some quarters, a desire for the complete dissolution of the Company, in the fashion of an American Railway bankruptcy, and its seizure and future working by the Government is also sometimes advocated by interested parties. I am confident that such proposals cannot meet with the sympathy, and still less with the encouragement, of His Excellency in Council, but their frequent repetition has produced much alarm away at home.

The fact that a Canadian Railway Company, which has regularly paid the interest on its bond debt, and is in a sound commercial position, has been unable to obtain the renewal of its six per cent. bonds in England, and has now to raise money in shares bearing a preference dividend of no less than ten per cent. per annum, exhibits the effect which has been mainly produced by an impression, however erroneous, that there is a want of sympathy in Canada with the misfortunes, and an avowed disregard of the sacrifices, of those who have given Railways to this country. The adoption of such proposals would not restore credit. It would, on the contrary, damage all Canadian Joint Stock property, and under it not one single shilling of British Capital could be obtained to enlarge the equipment or extend the accommodation of this Road.

It will, I trust, never be forgotten that the quasi-governmental character of the enterprise, was the one ground of confidence upon which so many unfortunate persons (the vast majority of whom still hold their original securities) invested in many cases *their all* in the Grand Trunk Railway.

These persons look to the Government and Parliament of Canada, for protection both against the demands of any separate Department, and against schemes of spoliation. They have, however, a moral claim for more than this.

The so-called "relief," given to them in so generous a spirit by the Canadian Parliament, was largely devoted to constructing lines which experience has proved, in too many instances, to be positive sources of loss, although of much importance in developing the resources of the Province. The increased taxation upon materials has burdened the enterprise largely beyond what was originally expected. And the harsh course pursued by the Postal Department has been an unexpected blow in the midst of so much difficulty, tending to discouragement as well as pecuniary damage.

Still these persons merely ask, first for bare justice, and second for a costless favor. *They do not come to beg.* But they rely upon the right feeling of Canada for assistance

in that which must be as much for her interest as theirs, viz: the preservation of this great undertaking through a re-arrangement of its affairs, and the honorable liquidation of its debts and obligations, in Canada and in England—debts incurred solely for the completion of the works on Canadian soil.

For the mistakes which experience has exposed, for the errors of individuals of parties, these persons cannot be held responsible. They are unfortunately the sole sufferers. They have fulfilled, in the midst of Foreign War, and then of a Crisis from which Canada herself has not yet recovered, all their engagements to the Province.

There is no stigma of attempted avoidance of any compact with Canada, resting upon them. They have felt in honor bound to complete this railway at any cost to themselves and they have done it. Personal sacrifices unparalleled, well known to the Government, and which ought never to be forgotten, have been made.

Had the Railway been left incomplete the Province would have had, at great cost, to complete it. Were it now to be stopped for a single winter, the loss of one season would amount to millions, while any attempt to work it, on the part of Government, would lead to serious loss and to constant political differences.

Are such risks to be run as those following the refusal of such moderate requests, made by these people under these special circumstances?

I have now, in accordance with the unanimous wish of the Board in Canada and in England, respectfully to place this matter, and the deep responsibilities which it includes, in the hands of His Excellency in Council, respectfully urging that the Government Arbitrator may be instructed to proceed as rapidly as is consistent with the long delayed discussion, and with the settlement of the amount of the Postal payment, and that the measure of re-organization and relief proposed on behalf of the Grand Trunk Railway Company, may be brought before Parliament by the Government without delay.

I have the honor to be sir,

Your most obedient servant,

(Signed)

EDWARD W. WATKIN,  
Superintending Commissioner.

The Honorable C. ALLEYN,  
&c. &c.,  
Provincial Secretary.

(Copy)

QUARTER-MASTER GENERAL'S OFFICE,  
Montreal, March 15, 1862.

SIR—The whole of the troops amounting to six thousand five hundred officers and men, having reached their destinations, I think it but just to inform you, that the arrangements made by the Grand Trunk Railway have been carried out to my entire satisfaction.

This large number has been conveyed in the depth of a Canadian winter, without an accident, and when the great difficulties attending railway traffic at this season are considered, you, as the manager of this great railway, have much reason to be satisfied.

I have the honor to be, sir,

Your most obedient servant,

(Signed)

KENNETH D. MACKENZIE,  
Colonel, D. Q. M. General, Canada.

W. SHANLY, Esq., &c., &c.,  
General Manager Grand Trunk Railway,  
Montreal.

(Copy.)

## GRAND TRUNK RAILWAY OF CANADA.

MONTREAL, April 26th, 1862.

SIR,—The time of year is now approaching when it becomes necessary for this Company to make a change in the running of its trains, and it has been my duty, during the last few weeks, carefully to consider the course which this Company ought to pursue in regard to the running of its passenger trains.

You have already been advised, by various communications from the Offices of this Company, that the passenger trains hitherto run have not yielded a sufficient revenue to compensate for the cost of running them, and that the true policy of this Company, worked as a commercial undertaking, would be simply to run such trains, carrying passengers as well as freight, as would enable a sufficient amount of receipts to be secured to pay the cost of running the trains.

This it is my duty now to state most distinctly, has not, in any one case that has come under my notice, been the fact, since the completion of the Victoria Bridge, and in accordance with the instructions which I have received to work the Grand Trunk Railway upon commercial principals, and to endeavour to make each portion of its system self-sustaining, I have had no alternative but to look most narrowly into the question of the cost of trains hitherto run mainly for the carriage of mails.

The trains between Montreal and Portland—a distance of 293 miles—have been hitherto run by dividing the Line into two parts at Island Pond, thus taking two days between Montreal and Portland, and avoiding the great additional expense of running any trains during the night.

This course is the only one which it is possible for the Company, in future, to pursue with profit, unless the Post Office Department is prepared to make a very large addition indeed to the most inadequate sum, which they have hitherto stated in their opinion to be a fair remuneration for the cost of carrying the yearly-increasing mail service of this country.

Adopting the principle, which has been found to act so well in practice upon the line between Montreal and Portland, upon that between Montreal and Toronto, the proper course would be to run our trains only by daylight, to make them available both for passenger and freight traffic, and to run them at a slow rate of speed. This would involve stopping at Kingston every night, and thus require two days to accomplish the journey between Montreal and Toronto.

If I acted solely upon the strong convictions which I entertain of the necessity of this Company to adopt the most stringent measures of economy, so as to ensure not only the safe and punctual running of its trains, but such a margin of profit as to enable the Company to supply the yearly-increasing demands for the maintenance and renewal of its permanent way and rolling stock, I should at once arrange a Time-table of this Company, between Montreal and Toronto, in accordance with the plan which I have indicated.

The same considerations would necessarily involve the running slowly of a day train between Montreal and Quebec; and thus the mail service, accommodating as it does every intermediate place between Quebec and Toronto, would involve at least three days' time between those places. This, after most careful consideration and enquiry, taking into consideration the actual facts as regards the passenger receipts between important terminal points on this Railway, is the policy which, in my judgment, this Company ought most distinctly to adopt.

It would, whilst accommodating as fully as the amount of traffic could justify the through traffic between the principal points, at the same time afford a much greater convenience than at present to the local traffic arising at intermediate stations.

While stating this as my deliberate and mature conviction, upon a state of facts which it has been my duty most carefully to investigate, I feel that I ought not to hesitate to put in force such a Time-table as that which I have sketched in this letter; but as I am fully alive to the fact that this Time-table would not in any way whatever suit the requirements of the Post Office Department, or the convenience of the Public Postal services, I am extremely averse to putting it into actual operation, at least until the arbitration now in progress is brought to a close.

I beg, therefore, to intimate to you, that it is the intention of this Company, as a medium proposition, for the present, to adopt at an early date the following Time-table for the running of their passenger trains as between Quebec and Toronto :

A train will leave Point Levi every evening, arriving in Montreal about seven A.M. A train will then leave Montreal at eight A.M., arriving in Toronto at 11.15 P.M. From Toronto a train will be run to Hamilton, connecting with the night express train to Windsor.

Thus a through communication, without delay, not only from Quebec but from Rivière du Loup to Windsor will be maintained; and, in addition to this, I think we shall be prepared to run a day train between Quebec and Montreal each way, and also a local train leaving Cornwall for Montreal early in the morning, returning from Montreal in the afternoon; also a local train from Cobourg to Toronto in the morning, and a return train from Toronto in the afternoon.

A train will also leave Windsor every evening, forming a connection the following morning at Toronto, from which place a train will run about 8.30 A.M., reaching Montreal about 11.30 P.M. the same day, and forming a connection with the train through to Quebec, arriving at Point Levi early the following morning.

Mixed trains will also be run on certain parts of the Line.

I beg distinctly to repeat that this Time-table is one which is not required by the passenger traffic of the Grand Trunk Railway, but will be adopted for the purpose of endeavoring, during the Session of Parliament especially, to supply the country with a through communication every day between all parts of the Province and the place at which the Legislature sits.

I am satisfied that this arrangement is one which commercial reasons do not justify, and it can only be continued in future by the Government being prepared adequately to remunerate the Company for the great extra expense which they are put to in running trains required for the carriage of mails.

I have the honor to be,

Sir,

Your most obedient Servant,

C. J. BRYDGES,  
Managing Director.

(Signed)

The Hon. SIDNEY SMITH,  
Postmaster General, Quebec.

MONTREAL, May 23rd, 1862.

SIR,—In considering of the amount of the subsidy to be granted by the Government to the Grand Trunk Railway Company for the conveyance of the mails, with which we have been charged as arbitrators, we find ourselves without instructions as to the amount of mail service to be required of and rendered by the said Company.

Though we are not instructed to determine the amount of services to be rendered, it is manifestly impracticable for us to come to a satisfactory conclusion without this is first defined.

We therefore venture to suggest that the services upon which we shall base our consideration of the amount of the subsidy be as follows:—

*First.*—That over the whole of the Grand Trunk Railway they shall run one continuous and connected mail train each way daily, Sundays excepted, at ordinary passenger train speed, each of said trains to take such a distributing mail car as has been provided for this service, to warm and light the same when required, and to carry therein a person provided by the Government to have charge of and distribute the mails.

*Second.*—Upon any other trains carrying passengers which the Company may run they shall carry such mails in bags as the Government may require; such mails to be carried in charge of an agent of the Government, or in charge of the Company's men upon the train, as the Government may direct.

*Third.*—In addition to carrying the distributing agent, as named in clause first the Company shall carry, upon any of their trains carrying passengers, such officers or agents of the Post Office Department as may desire to travel upon their line when upon the business of the Department.

*Fourth.*—When, in the winter season, the English Mail Steamers run to and from Portland, the Company shall carry the mails to and from said steamers over so much of the Grand Trunk line between Portland and Montreal as lies without the Province of Canada.

*Fifth.*—Whenever the regular English Mail Steamers, arriving at Portland in the winter season and Quebec in the summer, shall arrive at either Portland or Quebec six hours or more before the regular time of departure for Montreal of the next succeeding train carrying passengers, a special train shall be run from Portland or Quebec, as the case may be, provided that such train running at ordinary passenger train speed would reach Montreal at any time between seven o'clock in the morning and seven o'clock in the evening.

*Sixth.*—The Grand Trunk Company shall transport the mails in connection with their trains between the Post Offices and their stations at Sarnia, London, Toronto, Port Hope, Cobourg, Belleville, Kingston, Brockville, Cornwall, Montreal, Quebec, Rivière du Loup, Richmond, Sherbrooke, and all other Post Offices required by the Government which are not more than one mile from the nearest Railway Station.

We have addressed a similar letter to the Grand Trunk Railway Company, and trust that if the services as herein designated be not satisfactory that we may receive instructions as to any desired modifications thereof.

We have the honor to be, Sir,  
Your obedient servants,

To the Honorable  
The Postmaster General, Quebec.

(Signed,)

G. MOFFATT,  
J. W. BROOKS.

(Copy.)

POST OFFICE DEPARTMENT,  
QUEBEC, 27th May, 1862.

GENTLEMEN,—I have the honor, by direction of the Postmaster General, to acknowledge your communication of the 23rd instant, stating certain points in connection with Railway Mail Service, on which you desire information before coming to a conclusion as to the price to be paid for it, and in reply I am to say that the Postmaster-General agrees generally to the views expressed by you in the details given in your letter as describing the amount of service which it might probably suffice to stipulate for, to meet the present demands for the accommodation of the public; but I am to add that the Postmaster-General is strongly of opinion that the compensation decided on should not take the form of a round sum per annum irrespective of the number of Trains supplied or used for Mail purposes, but should be made, as in the Order in Council of September, 1858, dependent on the amount and quality of the Railway Mail Service from time to time actually performed.

When more than one passenger Train is run during the 24 Hours, the Post Office should have the right, if the public convenience requires it, to call upon the Railway to attach a distributing Mail car, in charge of a Mail Agent, to the additional Train, and it would be desirable that the rate of payment would be so shaped as to afford the means of adjusting the compensation accordingly, as this additional service might or might not be rendered

(Signed,)

W. H. GRIFFIN,  
*Deputy Postmaster-General*

The Hon. GEO. MOFFATT,  
J. W. BROOKS,  
&c., &c., &c.,  
*Montreal.*

POST OFFICE DEPARTMENT,  
26th May, 1862.

Memorandum respecting Grand Trunk Railway.

1. By General Railway Act all Canadian Railways were bound to carry the Mails, and settlement of rate of payment was vested in Governor in Council.

2. Under authority of the Act, an Order in Council, passed September, 1858, deciding that the rate of payment for Railway Mail Service should be:—

For each Day Train carrying Mails with travelling Post Office, \$30 per mile of *Railway per annum*;

For each Night Train carrying Mails with travelling Post Office, \$40 per mile of *Railway per annum*.

3. Previous to September, 1858, Mails had been carried over each section of the Grand Trunk as completed, and payments were, from time to time, made on account of Mail Service—but at no fixed rate.

4. The Grand Trunk claimed that the Government was bound by a Minute passed by the Grand Trunk Board of Directors on the 17th August, 1853, to which the Honorable Jas. Morris, Postmaster-General up to 16th August, 1853, and the Honorable Malcolm Cameron, Mr. Morris' successor, sat as Directors: specifying \$110 per mile per annum for the use of all or any of its Trains as the rate the Grand Trunk Railway was willing to accept for the transport of the Mails.

5. Payment has been made to the Grand Trunk at the full rate of \$110, as claimed up to the date of Order in Council, (September, 1858,) and for subsequent period at rate fixed by that Order: equal to \$70 per mile per annum.

6. But Grand Trunk persist in claim to \$110 per mile, urging that though rate was left arbitrarily to decision of Governor in Council, that the Legislature must have contemplated that such decision would allow a fair and equitable remuneration for Railway Mail Service, and that this is not afforded by the Order in Council rates.

7. Under these circumstances the Government consented to refer the question of payment to arbitration. The Hon. Geo. Moffatt was appointed Arbitrator on the part of the Government, and Mr. Brooks, of Boston, was chosen by the Railway. These gentlemen have now been at work for a week past.

8. Mr. Moffatt writes under date 21st May, stating that he requires the assistance of a person possessing a competent knowledge of Railway matters, and asks authority to procure such assistance.

9. Mr. Moffatt, conjointly with Mr. Brooks, writes on the 23rd instant a letter herewith, specifying certain points on which the Arbitrators require instruction.

10. On these points the Deputy Postmaster-General begs leave to remark that the rate of payment for Railway Mail transport should not, he thinks, be made at a round sum per annum for the use of the Road, but upon the principle embodied in the Order in Council of September, 1858, making the amount of payment depend upon the amount of service performed.

(Signed)

W. H. GRIFFIN.

*Deputy Postmaster-General.*

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,

QUEBEC, 17th May, 1862.

SIR,—I have to-day arrived from England where I have had an opportunity of consulting the Chairman and Directors of the Grand Trunk Company residing there, in reference to the appointment of the third arbitrator in the matter of the remuneration for the Postal Services performed by the Grand Trunk Company for the Canadian Government.

Although the Bond and Shareholders of the Grand Trunk Company, to whom the results of the arbitration are of vital moment, had hoped that the Governor General in Council, would have been prepared to agree to the appointment of some personage of equally high position, wholly unconnected with the Province, yet they instruct me to accept the nomination of the Hon. Mr. Chief Justice Draper as third arbitrator in this

matter, under the terms of reference set forth in the Order of Council, and official letter to me of October last.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed),

EDWARD WATKIN,  
Superintending Commr.

The Hon. C. ALLEYN,  
Provincial Secy., Quebec.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,  
26th May, 1862.

SIR,—I have the honor to acknowledge the receipt of your letter of the 17th inst., intimating the acceptance by the Chairman and Directors of the Grand Trunk Company, of the nomination of the Hon. Mr. Chief Justice Draper as third Arbitrator in the matter of the remuneration for the postal services performed by the Company for the Canadian Government.

I have, &c., &c.,  
(Signed),

A. A. DOBION.

EDWARD WATKIN, Esq.,  
Grand Trunk Railway Office, Montreal.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,  
Quebec, 9th June, 1862.

Sir—I have the honor, by command of His Excellency the Governor General, to inform you, that it has been agreed between the Executive Government and the Grand Trunk Railway Company of Canada, to submit to the arbitration of three disinterested persons the question of the rate of remuneration to be paid to the Company for future postal service.

The Honorable Mr. George Moffat, of Montreal, has been named arbitrator in the matter on behalf of the Government, and Mr. J. W. Brooks, of Boston, on behalf of the Company.

I am now to state that it is the wish of His Excellency, and of the Company, that you should act as the third arbitrator in this important case. You will have the kindness to acquaint me, for His Excellency's information, whether it will be in your power to act as such third arbitrator.

I have, &c., &c.,

(Signed) E. A. MEREDITH.

The Honorable Mr. Chief Justice DRAPER,  
Court Common Pleas, Toronto.

(Copy.)

TORONTO, 11th June, 1862.

Sir—I have the honor to acknowledge the receipt of the letter of Mr. Assistant Secretary Meredith, dated the 9th instant, informing me that it is the wish of His Excellency, the Governor General, and of the Grand Trunk Railway Company, that I should act as the third arbitrator, with the Hon. George Moffat, arbitrator for the Government, and Mr. J.

Brooks, of Boston, Arbitrator for the Company, on the question of the rate of remuneration to be paid to the Company for future postal service.

I deem it proper to transmit, for the information of His Excellency, copies of the correspondence on this subject, which has taken place between the President of the Railway Company and myself.

I infer from the letter of the Assistant Secretary that my position is intended to be that of umpire, selected by both parties to the reference, an arbitrator having already been named by each party respectively.

The question appears to be one of a purely public character, and, so far as I can discover, is in no way likely to come before the tribunals of Upper Canada.

I do not therefore perceive the remotest probability that the discharge of the functions of arbitrator, in this instance, will be incompatible with my regular judicial duties.

And as His Excellency is pleased to express his wish that I should act in this capacity, I do not feel myself at liberty to refuse, though I am conscious of the onerous nature of the reference, and am unfeignedly diffident of my own ability to dispose of it satisfactorily.

But there is no period during which I can give undivided attention to the subject except during the long vacation, which begins on the first of next month. After that interval of comparative leisure is over, my time will be, for the most part, necessarily occupied by the duties of my office.

With this reserve, I have the honor to place myself at His Excellency's commands.

I have the honor to be, sir,

Your obedient humble servant,

(Signed) WM. H. DRAPER.

The Honorable the Provincial Secretary,  
&c., &c., &c.

(Copy.)

TORONTO, 30th May, 1862.

SIR,—I have the honor to enclose to you herewith a copy of an Order in Council, bearing date the 2nd October last, by which you will perceive that the Provincial Government proposed to submit the question of the rate of postal payment to be made by the Government to the Grand Trunk Railway Company, to the arbitration of three disinterested parties.

Each party having chosen an Arbitrator, viz: the Honorable Mr. Moffatt of Montreal, for the Province, and Mr. Brooks, of Boston, for the Company, the Government proposed your name as third Arbitrator, and you will perceive from the Provincial Secretary's letter, also herewith enclosed, that the Company has accepted your nomination, and I write on its behalf to request that you will be pleased to give your consent to act as such third Arbitrator.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed)

JOHN ROSS,

President G. T. R. Co. of Canada.

The Hon. W. H. DRAPER, C.B.,  
Chief Justice,

Court of Common Pleas.

(Copy.)

HAZELDENE, Toronto, 30th May, 1862.

SIR—I have the honor to acknowledge the receipt of your letter of this date, with its enclosures, on behalf of the Grand Trunk Railway Company, requesting me to act as third arbitrator, on behalf of the Canadian Government, for the purpose of determining the rate of postal payment to be made by the Government to that Company.

I have not been honored with any communication whatever on this subject from the Government of this Province, or from any member of the present or late administration. Your letter contains the only intimation I have received from either of the three parties to the proposed arbitration, that it was desired that I should act on behalf of the Government.

From the letter of the Provincial Secretary addressed to Edward Watkin, Esq., which you have enclosed to me, I learn that the Chairman and Directors of the Grand Trunk Company have accepted the nomination of myself as third arbitrator. This letter does not state by whom that nomination was made, nor that it is sanctioned by the Canadian Government.

Under these circumstances the only reply I have it in my power to make to your letter is, that if His Excellency the Governor General in Council, is pleased to require my services as arbitrator, on behalf of the Government on this matter, I shall feel it my duty to accept the nomination, explaining, however, that the only time I can devote without interruption to the work will be during the ensuing long vacation.

I have &c.,  
(Signed)

W. H. DRAPER.

The Hon. JOHN ROSS, &c., &c., &c.

The enclosures in Mr. Ross' letter were returned in mine.

W. H. D.

(Copy.)

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General, in Council, on the 14th July, 1862.

The Committee having had under consideration the Report of the Honorable A. T. Galt, late Minister of Finance, of the 1st October, 1861, upon a Memorial of the London Board of Directors of the Grand Trunk Railway Company, received on the 20th August, claiming an increased rate of remuneration for Postal services, also the letter of the Superintending Commissioner, Mr. Watkin, together with the Order in Council, of 2nd of Oct., 1861, approving said Report, and directing a reference of the claim to the arbitration of three disinterested parties, who should determine the amount to be paid annually, for a period of five years, and to submit for the information of the Governor General their views, as to the future annual rate for periods of five years thereafter, till 1890, the Committee respectfully submit that such reference was unauthorized by law, the Governor in Council, being alone empowered to determine such remuneration, and they humbly advise that the said Order in Council be revoked, and that notice thereof be given without delay to the Grand Trunk Railway Company.

They further advise that a Copy of the present Order in Council be sent to the Hon. Geo. Moffat, and to Mr. J. Brooks.

Certified,

(Signed) WM. H. LEE,  
C. E. C.

(Copy.)

*Similar letter to the Hon. G. Moffat, Montreal, and to J. W. Brooks, Esq., and Hon. John Ross, President G. T. R. R.*

Provincial Secretary's Office, 16th July, 1862.

SIR,—With reference to previous correspondence on the subject, I have the honor to transmit to you herewith a copy of an Order of His Excellency the Governor General in Council, on the subject of the remuneration to be paid to the Grand Trunk Railway Company for Postal Service.

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

A. A. DORION.

(Signed,)

Edward Watkin, Esqr.,  
Superintending Comr., G. T. R. R.

PROVINCIAL SECRETARY'S OFFICE, Quebec, 16th July, 1862.

SIR,—Adverting to the letter from you to this Department, of the 9th ult., I have the honor to inform you that His Excellency the Governor General has again had under his consideration the subject of the remuneration to be paid to the Grand Trunk Railway Company for postal service.

I am now directed to acquaint you that His Excellency in Council, after a full reconsideration of the whole subject, has come to the determination that it is inexpedient that the subject of the remuneration to be accorded to the Grand Trunk Railway Company should be referred to arbitration, and I am accordingly to inform you that your services as third arbitrator in the matter will not be required.

In making this announcement, I am instructed to state that His Excellency highly appreciates the readiness with which you have placed yourself at the disposal of His Excellency in the matter.

I have, &c.,  
(Signed),

A. A. DORION.

The Honorable Mr. Chief Justice DRAPER,  
Toronto.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
Montreal, July 21st, 1862,

Sir—We have the honor to acknowledge the receipt of your letter of the 15th instant, addressed to the President of this Company, enclosing a copy of the Report of the Committee of the Honorable the Executive Council, approved by His Excellency the Governor General, on the 14th July, 1862, to the effect that the arbitration instituted under the authority of a Minute of Council of the 2nd October, 1861, formally sanctioned by the then Governor General, directing that the amount to be paid to the Grand Trunk Railway Company, for the carriage of mails, should be referred to arbitration, has now been revoked.

This communication, after the proceedings which have been taken under the said Minute of Council, of the 2nd October, 1861, after the progress which has been made under that authority in the arbitration itself, and after the legislation which took place in the last session of the Canadian Parliament, has taken the Directors of this Company altogether by surprise.

Immediately upon the receipt of your letter, a special meeting of the Board of Directors of this Company was called, and we have been instructed by them to take the earliest opportunity to address you, and through you the Governor General in Council.

It is necessary for us, in the first place, on behalf of the Directors, Bond and Shareholders and Creditors of the Company, to recall the most serious and earnest attention of His Excellency the Governor General in Council, to the proceedings which have hitherto taken place upon this question.

Although of course the facts which we are now about to narrate are upon record in the offices of the Government of this Province, it seems to be only proper to take this opportunity of stating in writing a history of the whole of the transaction.

We have then, in the first place, to call the attention of His Excellency in Council to the fact that in the month of August, 1861, a Memorial to His Excellency was presented signed by the Directors of the Company in England, acting on behalf of the great body of the Bond and Shareholders, setting forth that by reason of financial and other difficulties, the affairs of the Grand Trunk Railway Company had then been for nearly two years in a state of great confusion; that the net revenue of the Company had been found insufficient to meet the rents of the leased lines and the interest on the debenture obligations; that the Company was in debt to judgment and other creditors to the extent of nearly two and a half millions sterling; that very large sums were necessary to be raised and expended for the purpose of placing the Station accommodation and extent of rolling stock, in a position adequate to supply the wants of the travelling and trading community; that in order to meet the difficulties which thus presented themselves, the Bond and Shareholders had,

by consent amongst themselves, agreed to considerable reductions for a period of years, as the rate of interest which they were to receive upon their investment; that the receipt derived from the Postal and Military Service, should be appropriated to the payment of the judgment and the other debts of the Company, then existing; and that an urgent application be made to the authorities in Canada for the necessary legislation and assistance to extricate the Company from its present embarrassments, and to enable it to raise the sums which were essential to the development of the traffic, and to provide for the growing wants of the trade of the Province.

We have also to recall to the recollection of His Excellency in Council, that it was shown to the satisfaction of all the parties interested, that the litigation which had already commenced, with reference to the claims of the existing creditors of the Company, was such as seriously to endanger the proper and profitable working of the line, and that unless some authoritative measures were taken by the only power that could legally interfere to place the working of the line on a satisfactory footing, and free it from the financial embarrassments which pressed so heavily upon it, there was every prospect that it would be impossible for the Company to prevent the stoppage of the working of the line during the then ensuing fall and winter.

Upon this memorial being carefully considered, a minute of the Executive Council was passed upon the 2nd October, 1861, as already referred to, the contents of which were communicated in a letter from the then Provincial Secretary, under date the 3rd October, 1861.

In that minute it was stated that the position of the Grand Trunk Railway was "manifestly one of very great difficulty, involving not only most serious pecuniary loss and embarrassment to individuals, but grave dangers to the commerce of the Province, to the maintenance of its postal service, especially that connected with the steamship line, and to the ordinary traffic which is now so largely dependent upon Railway facilities."

"That the Grand Trunk Railway Company represented that the amount then paid by the Province for postal services, was wholly inadequate, and that such amount had been settled at a considerable reduction upon the rate first agreed upon by the Government, and subject to the protest of all the Railways in the Province. That taking into consideration the importance of fully maintaining the reputation of the Province for fair dealing, and of removing all cause for just complaint the Governor in Council, should reconsider the question of postal allowance to the Grand Trunk Railway Company, and that as it appeared that the views of the Government and of the Company as regards the scale of remuneration, were so widely apart, it was suggested that the Company be informed that the Government are prepared to submit the question of the rate of postal payment to the arbitration of three disinterested parties."

The minute went on to state that the Province in agreeing to any such arrangement must insist upon satisfactory guarantees that the credit of the Company should be perfectly restored, and that any such embarrassment for the future should be prevented.

In reply to the letter from the Provincial Secretary, communicating this decision of His Excellency the Governor in Council, the Grand Trunk Railway Company, through Mr. Watkin, the Superintending Commissioner, after adverting to the various topics discussed in the Provincial Secretary's letter, expressed the readiness of the Company to accept the proposal made to refer the question of the payment to be made for postal service to arbitration, at the same time expressing the fear which the Company entertained that the delay which would thus ensue would, to a large extent jeopardize the safety of the Company, and render it difficult to avoid proceedings on the part of those creditors whose claims were largely in arrear, and which if pressed, must involve the stoppage of the line.

The matter of the arbitration was then proceeded with, and on the 15th October, 1861, the Hon. Mr. Moffatt of Montreal, the arbitrator selected by the Government was informed of his appointment, and was at the same time informed that the Grand Trunk Railway Company had nominated Mr. Brooks of Boston, whose nomination had been approved by His Excellency the Governor General in Council.

The arbitration was therefore complete as regards the appointment of an arbitrator by each party, and arrangements were immediately made for them to enter upon the enquiry entrusted to them, further time being agreed to be taken for the selection of the third arbitrator.

Mr. Moffatt and Mr. Brooks commenced their duties, and on the 7th March, 1862, the then Provincial Secretary, addressed a letter to the Grand Trunk Railway Company, stating the readiness of His Excellency in Council, to appoint either the Hon. Chief Justice Draper or the Hon. Mr. Justice Richards as third arbitrator. To this suggestion from the Government, the Directors in Canada could not assent without reference to their colleagues in England, inasmuch as it has been suggested, at the time the arbitration was agreed upon, that in order to render it as impartial as possible, the third arbitrator should be some prominent man in England, whose position would give the greatest possible weight to any award he might make. Inasmuch, however, as His Excellency in Council, declined to make an appointment out of the Province, the Grand Trunk Railway Company immediately upon the return of the Superintending Commissioner, Mr. Watkin, from England, about the middle of May, 1862, intimated, on the 17th of that month, the acceptance by the Company of the Hon. Chief Justice Draper as such third arbitrator, in accordance with the terms of the letter of the Provincial Secretary, dated 7th March, 1862.

About that time the late Ministry resigned their offices, and the new Ministry, under the leadership of the Honorable Mr. Sandfield Macdonald, and the Hon. Mr. Sicotte was formed, and on the 26th May, 1862, after the new Ministry had been sworn into Office, you, as the Provincial Secretary of the Government, acknowledged the receipt of Mr. Watkin's letter, accepting on behalf of the Grand Trunk Railway Company, the nomination which had been made by the Government of Canada, of the Hon. Mr. Chief Justice Draper as third arbitrator, and subsequently upon the 9th June, 1862, a communication was addressed by you on behalf of the Government of Canada, to Mr. Chief Justice Draper, announcing to him that he had been appointed by the Government as such third arbitrator, upon the joint nomination of the Government, and the Grand Trunk Railway Company, which office the Hon. Mr. Chief Justice Draper wrote to say that he was willing to accept.

We have further to recall to the recollection of His Excellency the Governor General in Council, that a letter was addressed by the two arbitrators, the Hon. Mr. Moffatt of Montreal, and Mr. Brooks of Boston, under date of the 23rd May, 1862, whilst the late Ministry remained in office, asking instructions as to the extent of accommodation which they were to consider as required from the Grand Trunk Railway Company, in the award which they had been called upon to make. To that letter, on the 27th of May, 1862, a reply was addressed by Mr. Griffin, the Deputy Postmaster General, stating that he did so under the authority of the present Postmaster General, laying down certain regulations in regard to the running of trains carrying mails, for which it was the desire of the Government that the arbitrators should fix the remuneration to be paid to the Grand Trunk Railway Company.

In accordance with the various instructions given by His Excellency the Governor General in Council, as thus detailed, the two arbitrators whose appointment was made by the late, and recognized and confirmed by the present Government, have had many meetings, and have proceeded to a very large extent in carrying out the duties which had been entrusted to them; and it is understood that they are nearly ready to make their Report in accordance with the instructions which have been given to them.

We have further to call the attention of His Excellency the Governor General in Council to the fact that, in accordance with the recommendations contained in the Minute of the Executive Council, passed on the 2nd October, 1861, and in consequence of the terms of that Minute, steps have been taken to comply with the wishes of the Government in placing upon a more defined and satisfactory footing the future financial position of the Grand Trunk Railway Company; and, with the concurrence and under the sanction of the late Government, a measure was introduced into the House of Assembly during the last Session of the Canadian Parliament.

That measure was founded upon the express desire, as conveyed in the Minute of the Executive Council of the 2nd October, 1861, that "The first step to be taken would be the perfect restoration of the credit of the Company, and the prevention of a recurrence of such embarrassments as are now overwhelming it."

With this view the Bill which was submitted at the last Session of Parliament contained clauses which reduced, for a period of ten years, the interest to be paid upon all classes of the securities of the Company, and prevented, during such period of ten years,

any hostile proceedings or litigation on the part of the bond and shareholders of the Company, and thus in fact secured the continued working of the Line.

In that Act it was also provided that, in order to get rid of the embarrassments and danger arising from the prosecution of claims from creditors to whom the Company was indebted to the extent of two and a half millions sterling, they should be paid a portion of their claims in cash and the balance in deferred securities of the Company; the cash portion to be raised upon the security of the appropriation of the Postal Services to be paid for by the Government to the Grand Trunk Railway Company.

This was the only means which offered for the payment of debts to the enormous amount which has been already referred to, and it was only upon the faith of the pledges of His Excellency the Governor General in Council, contained in the Minute of the 2nd October, 1861, that the question of the payment for the Postal Services should be referred to the decision of disinterested parties, that the creditors refrained from prosecuting, to the extent which the law permitted, their just rights against the Company.

Without such assurances, the creditors would long since have pressed the necessary steps to ensure the payment of their claims: they would, to the extent allowed by law, have assumed possession of the moveable and other property of the Company, and, as a necessary consequence, the whole trade and commerce of this country, in so far as it is dependent upon the means of communication afforded by the Grand Trunk Railway Company would have been brought to an absolute end. The disastrous consequences which would have ensued from any such proceeding have been amply and fully set forth, in more forcible language than we could attempt to use, in the Minute of the Executive Council of the 2nd October, 1861.

And, on the faith of such action on the part of the Government and Legislature of Canada, the creditors of the Company, who in prosecuting their claims must have brought about a stoppage of the working of the Line, not only consented to waive any active steps, but concurred with the bondholders and others interested in the Company in obtaining the passage through the Legislature of the Act which obtained the Royal assent so late as the month of June last.

That Act, which for a period of ten years reduces the interest payable on all classes of securities in the Company, and which only offers to the judgment and other creditors the prospect of a fractional payment of their claims, predicated upon the amount payable for Postal Services, loses the whole of its practical value if the security to be derived from such Postal payments, to whatever extent they may be allowed, is limited to the action of a Government, which may change from year to year, and is not to be based upon the authoritative decision of independent and disinterested Arbitrators, who are to make their award after due examination and inquiry. And be it remembered, that the principle of settling the payments to be made to Railway Companies, for the carriage of mails, by arbitration, was adopted by the Government of Canada, in accordance with English practice, where, for the last twenty-five years, all important questions between Railway Companies and the Government, as to the price to be paid for the carriage of mails, have been settled by arbitration, whenever a difference has arisen.

The Bond and Shareholders have agreed to very large reductions for a period of years upon the interest due to them, under the authority of the Acts of Parliament constituting the Company, under the distinct pledge that the Company would be relieved from the pressing claims of its large ordinary creditors, solely on condition that those claims were to be provided for, and the Company's financial position placed on a satisfactory footing, by an equitable arrangement which, without detriment to the interests of the Province, would pay those creditors a portion of their claims in cash and the other portion in deferred securities of the Company.

The creditors of the Company, on the other hand, were prepared to consent to an Act of Parliament, which removed from them the legal rights which they would otherwise enjoy, upon the distinct assurance and pledge that the amount which was to come to them in cash, should be secured by such an authoritative and equitable decision of the amount to be paid for the Postal Services as would induce third parties to subscribe funds to raise the amount required.

The creditors, to the advantage of the Company have consented, on these conditions, to waive their claims and to submit to the practical confiscation of a large part of their

debts, actually incurred in promoting the prosperity of the Province of Canada, and which, if they had not been provided with such creditors in completing the unfinished works of the Railway, including the Victoria Bridge, must inevitably have involved the necessity of raising those sums upon Provincial credit.

On the faith of these proceedings, the Company is proposing to take the necessary steps, under the authority of the Conditional Act passed in the last Session, to raise large sums of money with which to place the facilities of the Company, in the shape of stations, sidings, and rolling stock, in a position adequately to supply the wants of the trading community.

They propose to do this, depending on the good faith of the Parliament and Government of Canada, and on the assurance that measures deliberately taken by His Excellency the Governor General in Council, which, without demur as regards leaving to arbitration the question of proper remuneration for Postal Services, passed through a most severe ordeal in Parliament, would be carried out in accordance with the Minute of 2nd October, 1861, and which, until now, it has never been for a moment suggested would not in its full integrity be fulfilled.

The Minute passed by His Excellency the Governor General in Council, on the 14th July, 1862, has, we need hardly say, come upon the Directors of this Company in Canada, with the greatest possible surprise, and will create, amongst the large body of bond and shareholders and creditors of the Company in England, the utmost possible consternation and dismay.

It will be looked upon as a breach of the faith under which every required step, so urgently insisted upon by the Government in their Minute of the 2nd October, 1861, to remove the financial embarrassments of the Company, has been adopted upon the distinct pledge of the due carrying out of the arbitration in regard to the payment for Postal Services, which, not only with the full knowledge but with the entire concurrence of both the late and the existing Governments, has for so long a period been progressing; it was upon the same faith that the measure passed in the last Session was promoted, and it is impossible to overrate the wide-spread public distrust which will arise when it is understood that the fabric of the late Act has been blown to the winds, and that the Government of Canada have practically taken a step which will render that Act to a very great extent nugatory, and leave the creditors of the Company to those remedies which, when pressed, can only have the effect of throwing the whole operations of the Company into confusion, and almost inevitably bring about the very evils which it has been the object of so many months' labor and negotiation to prevent.

The Directors of this Company, with the most anxious desire to promote the prosperity and welfare of the country through which the Grand Trunk Railway runs, have, notwithstanding the embarrassments under which the Company's affairs have so long labored, done everything in their power to prevent the great injury which would result to the trade of the Province, from a stoppage of the working of the line. They have been enabled by the friendly concert of the Bond and Shareholders, and creditors of the Company, so far to put a stop to harassing litigation, and to secure the great advantages to the country of a continuous working of the entire length of the Grand Trunk Railway. They cannot, however, now avoid feeling that a breach of faith has been committed by the Government of the country which must again throw into a state of chaos and confusion, all the interests connected with the Company, and whilst they remain as they have ever been most sincerely anxious and desirous to do everything in their power to secure the continued working of the line of Railway, they must, most deliberately, state their conviction to His Excellency the Governor General in Council, that the decision which has been come to in the abrogation of the postal arbitration, is calculated to produce most serious consequences, and to bring about all those evils which it has been hitherto the earnest endeavors of the Company to prevent.

The Directors of this Company will continue to do everything in their power to prevent the evils which they fear to be inevitable, and which they have felt it their duty thus explicitly to point out: but they would be failing in their duty, both to their constituents and to the Government, if they did not take the earliest and most emphatic means in their power of protesting against the breach of faith which has been committed in proposing to

put an end to the arbitration, and to express their strong conviction that this step, if seriously persisted in by the Government, will bring about those very evils which the Government itself has pointed out as so serious in their nature, and so disastrous to the trade and commerce of the country.

In conclusion, the Directors of this Company desire us distinctly to state, with reference to that portion of the Minute of the Executive Council, of the 14th of July, 1862, rescinding the Order in Council, of the 2nd October, 1861, on the ground of its illegality, that they are advised that the reference to arbitration was entirely within the power of the Government, under that section of the Railway Clauses Act which authorizes the Governor General in Council to fix the "terms and conditions" under which Her Majesty's Mails are to be carried upon the Railways of the Province. The "terms and conditions" prescribed by the Order in Council of October, 1861, being, that the amount to be paid to the Grand Trunk Railway Company, for the carriage of Mails should be fixed by three disinterested arbitrators. And inasmuch as on the faith of that Order in Council, third parties have agreed to large reductions in their legal rights, and creditors and others have been postponed and delayed in pressing their just claims, the Directors of this Company must protest against the Government having the right, either morally or equitably, now that they have derived all the advantages from the delay which has taken place and the concessions which have been made by those third parties, to step in and say, that the "terms and conditions" by which these concessions have been obtained, are to be arbitrarily put an end to and the rights of the other parties sacrificed by one of the contracting parties, without reference to the other.

We have the honor to be, sir,

Your most obedient humble servants,

(Signed)

JOHN ROSS,

President.

C. J. BRYDGES,

Managing Director.

The Honorable A. A. DORION,  
&c., &c., &c.,  
Provincial Secretary.

GRAND TRUNK RAILWAY OF CANADA,  
Montreal, 31st July, 1862.

The Government of Canada having, by the Minute of Council dated 14th July, 1862, revoked the previous Minute of Council of the 2nd October, 1861, which referred to arbitration the amount to be paid to the Grand Trunk Railway Company for the carriage of Mails,—the duties of the Arbitrators have of course come to an end.

Prior to the receipt of the Order in Council, revoking the Arbitration, the Arbitrators had proceeded very far indeed in the enquiry entrusted to them; and if not stopped by the Government would, in the course of a few days, have brought their labors to a close.

Mr. Brooks, of Boston, the Arbitrator on the part of the Company, had laid before the Hon. Mr. Moffatt, the Arbitrator on the part of the Government, the views entertained by the Company in regard to the amount which they ought to receive for the carriage of mails. He had laid these views before the Hon. Mr. Moffatt, in the shape of a variety of written documents, and it appears to be now desirable to collect the most important of these papers, and place them in such a shape that they can be readily discussed; and with this view they are now put into print.

The first paper was dated 21st April, 1862, and contains the main grounds upon which the Company rest their case. It is as follows:

GRAND TRUNK RAILWAY OF CANADA,  
Montreal, April 21st, 1862.

The following statement, without any reservation or desire to overrate or conceal any

thing, contains the facts and reasons upon which the Grand Trunk Bond and Shareholders base their claim for a very much higher rate of remuneration for the postal service than that proposed to be made by the Post Office Department. Those reasons are greatly affected by the past history of the transactions between themselves and the Government and people of Canada.

The original Prospectus of the Company was issued under official authority. The following is a copy of the list of Directors as published:—

#### DIRECTORS IN LONDON.

Thomas Baring, Esq., M. P., } Agents of the Province of Canada, and Directors of the  
George Carr Glyn, Esq., M. P., } Company on behalf of the Canadian Government.  
Henry Wollaston Blake, Esq.  
Robert McCalmont, Esq.  
Kirkman Daniel Hodgson, Esq.  
Alderman W. Thompson, M. P.

#### DIRECTORS IN CANADA.

The Hon. John Ross, Member of the Legislative Council, Solicitor General for Upper Canada, *President*.

The Hon. Francis Hincks, M. P. P., *Inspector General*.

The Hon. E. P. Taché, M. L. C., *Receiver General*.

The Hon. James Morris, M. L. C., *Postmaster General*.

The Hon. Malcolm Cameron, M. P. P. *President of the Executive Council*.

The Hon. R. E. Caron, *Speaker of the Legislative Council*.

The Hon. Peter McGill, M. L. C., *President of the Bank of Montreal*.

George Crawford, Esq., M. P. P., Brockville.

Benjamin Holmes, Esq., *Vice-President of the St. Lawrence and Atlantic Railway Company*.

W. H. Ponton, Esq., Mayor of Belleville.

W. Rhodes, Esq., Quebec.

E. F. Whittemore, Esq., Toronto.

The Agents of the Province, their names being set forth as acting on behalf of the Government, and several Members of the then Government, and as such, were thus announced as Directors; and it was upon the faith of the quasi-governmental character of the undertaking thus established that the bond and shareholders in England invested their money in Canada, in the construction of the Grand Trunk Railway. That prospectus, so issued, promised  $11\frac{1}{2}$  per cent. return upon the share capital, after paying the interest on the bond debt. Hardly any capital at all was in fact provided in Canada by private subscriptions.

The Appendix to this official prospectus contains the following pregnant paragraph:—  
“This great and comprehensive scheme of railway communication throughout the most wealthy, populous, and important colonial dependency of Great Britain is not now offered as a new project to the public. *It comes with the guarantee of the Province of Canada*, which has embarked upwards of two millions sterling in the enterprise; it is supported by the most intelligent, far-sighted men in the Colony, and it has the security of nearly half a million sterling of private Canadian capital invested therein.” (The half million of Canadian capital invested proved to be a myth.)

And to complete the official connection of the Government and people of Canada with the inception of the promises of profit on the Grand Trunk Railway, an official despatch from Lord Elgin, the then Governor General of Canada, to the Colonial Office, is printed as a part of the Appendix to the prospectus. That despatch deals with the question of Railway undertakings, and states the then intention of existing Acts of Parliament to be to provide from Provincial funds *one half of the entire cost of the Lines*.

If this Act had not been subsequently changed, the Province would now have had about £6,000,000 sterling invested in the Grand Trunk Railway, involving an annual outlay for interest of £360,000 instead of £186,760 sterling, as is the fact now. And to this extent, of course, those who have really found the money to build the railway would have

been the gainers, to say nothing of the present vastly depreciated value of their capital invested in the Line.

But, having once embarked in the undertaking, the English bond and shareholders felt bound in honor to complete, and did complete, the work, notwithstanding the severe pressure caused by the Russian War, and the re-action and panic of 1846-7, under the effects of which the Province is still laboring. But they had repeatedly to mortgage their undertaking, and the final result to them, owing in no inconsiderable degree to the unjust action of the Postal Department, has been disaster and ruin. For, on the faith of that prospectus, a vast number of persons of moderate fortunes, in the upper as well as the middle and lower classes of society in England, invested, in many cases, *their all* in the Company, and the great majority of them now hold *the original bonds and stock issued to them*. The distress which has been caused cannot be exaggerated, and Canadian securities generally have been unfavorably influenced by the failure of the Grand Trunk as an investment. But it will be said that the Parliament of Canada advanced £3,100,000 to the Company, and afterwards agreed to postpone all interest upon that advance until after six per cent should be paid on the ordinary stock of the Company, in order to enable the Company to raise £3,100,000 by preference bonds to take the place of the priority of mortgage which the Government advance possessed. This is true as a matter of fact, but what was the amount of special favor which it involved? The £3,100,000 of advance was strictly as a first mortgage, and was to bear interest at six per cent. No great favor from a Government who can borrow money at five per cent., and who by the construction of the Railway, found the trade of the country greatly enhanced, the value of its lands greatly enhanced, and a vast impetus given to every industrial pursuit in the country. Then the abandonment of the priority, and the postponement of the interest as above, was accompanied by stipulations of the most stringent character,—to compel the completion of a system of lines all the way from Rivière du Loup to Sarnia, subscriptions to subsidiary undertakings not previously in any way charged upon the funds of the Company, and the complete equipment and efficient working of the whole system. Thus profitless lines were forced upon the Company, and their working has proved a heavy liability upon the Company, though of vast benefit to the growth of the Province. Then, again, the increased taxation imposed upon iron and other articles imported for the use of the Railway is an additional heavy burden upon the Company amounting to not less than \$50,000 a year for the supplies required to maintain the Railway. And, indeed, from the advances made by the Province of £3,112,500, ought in common fairness to be deducted the very large sums, amounting to several millions of dollars, paid into the Treasury for Customs duties for the rails, bridge-work, engines, rolling stock of all kinds, etc., etc., imported during the construction of the Line. Altogether it may be said that these obligations collectively have more than absorbed any benefit which the bond and shareholders have derived; and it is not improbable that it would be found pecuniarily advantageous, even with all the evil consequences it might involve to the trade of the Province, to close the non-paying portions of the road.

These remarks are necessary to show that the Company are equitably entitled, beyond shadow of doubt, to every assistance which the Government and Parliament can render; indeed if the Company came for an actual money contribution, it would be deserved. And here it is pertinent to call attention to the fact that Canada, of nearly all the countries in the world, has had her great arterial system of Railways constructed for her at the least expense to the public Treasury. India, possessing a vastly denser population per square mile of area, and from that cause, and the fact that her Railways penetrate districts of country not alongside, but rather at right angles, and tributary therefore to its great water lines of communication, more likely to find its Railways self-supporting; has absolutely guaranteed the interest upon the cost of her Railways. This will involve an annual charge on the revenues of India of not less £2,500,000 sterling, undertaken, be it remembered, at a period when the financial credit of India was only sustained by large loans in England. Australia is building her Railways by an issue of her bonds. The small colony of Victoria is doing the same, and lately her bonds to the extent of £7,000,000 sterling were sold in England to raise the money to supply her with the facilities of Railway transport. The same plan has been pursued by the Cape of Good Hope. Russia guarantees the interest upon the capital employed in building her system of Railways. Italy is doing the

same. France constructed the earthworks of her principal railways, and by her legislation amply protects them from competition. And even poor Brazil both provides some of the cost of her lines, and guarantees the interest on the remainder of the outlay. In all these cases a fair and liberal payment is made to the Railway Companies for carrying the mails. The State of New York spent a large sum on the Erie Railway—made a present of it subsequently to the Company—and now pays for its postal service on that line without demur. The State of Michigan did the same for some of its Railways. It is repeated, therefore, confidently that Canada has secured her railway system on much more advantageous terms than most other countries, whilst from her sparse population, and the water competition forced on her Railways, she might fairly have been expected to build them solely at her own expense.

How then can a just, a liberal payment for postal work performed, be with any degree of good faith or propriety withheld? But withheld it has been; and now the question is made one of an arbitration, in which it is confidently hoped that justice may at last be done to the Company.

As the law now stands the remuneration for postal service may be fixed by the Governor General in Council. But as the official letter of the Government of the 3rd October, 1861, proposing this Arbitration, says:—

“The reservation of this power to the Government could only have been in the belief by Parliament that it would be exercised fairly, as the intention of the Legislature never could have been to compel service for the public without adequate remuneration.”

The question then is now by mutual concurrence to be settled on its broad equity. Full justice is to be done! What then is the history of the transaction?

On the 17th August, 1853, the Company agreed with the Government to carry the mails at \$110 per mile of line run over. This was at a time when a detached portion of the Atlantic and St. Lawrence line only was open, and not any part of the main trunk highway of the Province. The Bond and Shareholders were then relying upon the promised 11½ per cent. dividend, and were disposed to accept, without question, the decision of the Post Office. No one then had experience (since so dearly bought) of the cost of working and keeping open Railways in such a climate as that of Canada. It was soon felt, however, that this was an inadequate payment even for a service over a detached piece of line; and as the line opened, becoming a great highway, and as the through mail service was placed upon it, the service became a source of considerable and undoubted annual loss. From 1855 to 1857, however, the Company were constantly before Parliament, and at that time more urgent matters were pressing than a question for a fair payment for the postal service. And, in addition, it was, (and, had the Company been able to wait for payment, wisely) desired that some few years' experience of the cost and responsibility of the work should be obtained to guide both parties in fixing a just and more permanent rate. But the Post-Office officials were not ignorant of the views of the Company, or of the fact of the heavy loss at which the service was rendered.

But in September, 1858, Postmaster Sidney Smith, without any evidence from, or giving the Company a hearing, or even intimating that the question was under consideration, reduced the rate, which, up to that time, had been admitted and paid by the Post-Office without a murmur, from \$110 to \$70 a mile. The Company protested against this arbitrary act, and have never agreed to the proposal; but, on the contrary, have persistently protested against its great injustice. But Mr. Smith has kept the Company out of their money, the latter, claiming a large sum as due, and at a time when the Railway has been on the point of stopping for want of a few thousand pounds. The reduction, of course, enabled the Post-Office to present an aspect of economy to the country; but at the expense of the half-ruined Bond and Shareholders, in defiance of justice, and involving a lowered appreciation of the good faith of Canada in the eyes of the people, to whom it could not be explained that this was practically the act of an individual Minister, and not of the Government as a whole, or of Parliament, or of the Country.

Since then, too, this postal question has been made the ground of party battles, and even while the arbitration has been solemnly placed “sub judice” it has been made matter of political recrimination by the Postmaster General himself, and he has expressed strong opinions upon the question of amount, left to the arbitrators to decide.

Thus the minds of the arbitrators have been sought to be influenced; but if there is

faith in men of business of high class, like the arbitrators in this case, these constant attempts to screw down the Company, by any means, will fail of their intention. Such a course, however, on the part of a Minister of the Crown in England would meet with very summary treatment. The arbitrators have to vindicate *what is just* on behalf of a weak and suffering interest.

It must never be lost sight of that in 1859 the Victoria Bridge was opened, and thus a new and most important postal facility, but provided at a fearful cost, was afforded for the rapid and constant communication between the eastern and western parts of Canada.

For that facility, the Company is, by law, entitled to a higher and special payment from the public; and the bond and shareholders claim in the arbitration a special and large allowance for the passage of the mails through this Bridge, which cost them nearly £2,000,000 sterling for a distance of less than two miles.

The British Government gave for mail service £30,000 sterling per annum to the Chester and Holyhead Railway Company, which completed the mail route to Ireland, in consideration of the outlay on the Britannia Bridge over the Menai Straits, costing about half that of the Victoria Bridge.

It has been recently the fashion, no doubt with a desire to influence the arbitration, to depreciate the value of the Postal Service performed by the Province. But the following extracts from the reports of the Postmaster Generals will show how essential the Railway service is considered, and how well it has, as a rule, been performed:

EXTRACTS FROM THE ANNUAL REPORTS OF THE POSTMASTER GENERALS OF CANADA:

(Report for Year ending 31st March, 1854 (page 7.)

"The travel of the mails on the line of route between the Niagara River and Hamilton, London, and Windsor, was transferred to the Great Western Railway, as the different sections of the road went into operation, and the mail have passed over the whole route between the Niagara and Detroit frontiers, 229 miles, since the 25th January, 1854. Two mails a day are conveyed each way, and the transit of the mails between the two extreme points connected by this road, is now effected in from eight to 10 hours, instead of four days, the time ordinarily occupied by mail stage.

"Under the provisions of the Act of November, 1852, the United States Post-Office has, since the completion of the Great Western Railway, been permitted to forward a closed mail over that line, between the Detroit and Niagara frontiers, without postage charge, affording a like privilege to this Department for the transmission of mails between Montreal and Canada West, over the Ogdensburgh Road."

Report for the year ending 31st March, 1856 (page 9.)

"The sections of the Grand Trunk Railway lying between Brockville and Toronto, became available for mail transport in October, 1856; and thus, by uniting at Toronto with the Great Western, completed the line of postal communication by railway, between Quebec, in the east, and Windsor, in the extreme west. This therefore appears to be an appropriate time to draw attention to the effect of this change in the acceleration of the mails, especially in the winter season; and the following comparative statement will show what the time occupied in the conveyance of a letter was, in winter, only four years since, between Quebec and some of the principal cities and towns to the westward, and the present course of post by railway mail:—

	In 1853.		In 1857.
" Quebec to Windsor.....	10½ days.	.....	49 hours.
" London.....	9 "	.....	45 "
" Hamilton.....	8 "	.....	42 "
" Niagara.....	8 "	.....	50 "
" Owen Sound.....	10 "	.....	3½ days.
" Guelph.....	9 "	.....	51 hours.
" Toronto.....	7 "	.....	40 "
" Cobourg.....	6 "	.....	36 "

Quebec to Belleville .....	5 days.	.....	34 hours;
“ Kingston .....	4 “	.....	31 “
“ Brockville .....	3 “	.....	29 “
“ Ottawa .....	3 “	.....	34 “

“The advantage thus gained between the more distant points, applies also to the reduction of the time occupied in conveyance between intermediate places, and will be shared, in a greater or lesser degree, by nine-tenths of the whole correspondence of the province; for at least that portion of the letters conveyed by mail partake in the benefit of railway transport. Besides this gain in speed, further important advantages are reaped, in the comparative immunity of railway mail conveyance from the irregularities, the damages from exposure to the weather, and other causes of injury, unavoidably incidental to the transport of heavy mails by stage or wagon over the ordinary roads of the country, and, above all, in the greater security from robbery or loss whilst *en route*.”

*Report for Half-Year ending 30th Sept. 1856, and for Year ending 30th Sept. 1857,*  
(page 6.)

“The comparative yearly progress of the Department, in the main features of its condition, is shown in the following table, brought up to the present year:—

Date.	Number of Post Offices in operation.	No. of Miles of established Post Route.	No. of Miles of annual Mail Travel.	No. of Letters passing by Post ann'ly.	Number of Newspapers sent by Post annually.
April, 1851.....	601	7,595	2,487,000	2,132,000	4,700,000
“ 1852.....	840	8,618	2,031,373	3,729,752	5,250,000
March, 1853.....	1016	9,122	3,430,474	4,258,592	6,000,000
“ 1854.....	1166	10,027	4,015,816	5,114,200	} No enumeration these years.
“ 1855.....	1293	11,192	4,559,761	6,066,092	
“ 1856.....	1375	11,839	3,803,285	7,044,648	12,000,000
Sept., 1857.....	1506	13,253	5,383,472	9,029,904	14,120,000

The rapid increase in the number both of letters and newspapers since 1853 seems to be especially worthy of note. In letters, the numerical advance has been equal to about 120 per cent., and, in newspapers, to about 135 per cent., within the space of four years.”

(Page 11.)

“The Railway Mail Service has been performed with satisfactory regularity during the past year, and now extends over 1,418 miles of Railway Mail Route, of which 1,145 miles have a service of not less than two mails a day each way.

“On all the more important Railway Lines, the Mails are carried in Post Offices fitted up in a convenient portion of a Railway Car, and especially appropriated for their reception; and these Railway Post-Offices are in charge of Post-Office Clerks who travel with the Trains, and assort, distribute, and otherwise prepare the mails and collect letters whilst en route to and from the several points on the line.

“The Railway Mail organization is fast assuming the proportions of a separate and most important branch of the establishment. Already more than 10 clerks are specially employed in the Railway Post-Office Service, travelling, each clerk, from 600 to 1000 miles a week in the performance of the above-described duties.\*

\*If this be so, the total annual fares payable by these Gentlemen would be, even at this date—

40 Clerks at 800 miles per week.....	32,000 miles per week
	52
	1,064,000 a year.
	3 cents per mile.
	\$49,920 00

"The duties assigned to the Railway Mail Clerks are extremely arduous, and require for their efficient performance a more than usual degree of intelligence and readiness in the persons employed, combined with accurate general knowledge of Post-Office duties and regulations, strict integrity and propriety of demeanour, under circumstances which subject these qualifications to unusually severe tests, and physical capability to endure the very considerable bodily fatigue and exposure which naturally attach to the employment."

*Report for year ending September 30th, 1859, (page 4).*

"The mails have been conveyed by the contractors during the past year over the various post routes in the Province with very praiseworthy fidelity. The irregularities have been in frequent and of a minor character, and it has therefore been necessary to impose but few fines for defaults.

"Much of the satisfactory condition of this branch of the service is no doubt attributable to the enjoyment of the advantage of Railway transport for all the mails over all the great leading lines of Post Route,—for the punctuality of movement given by Railway conveyance to the connecting links of mail travel—and the regular delivery secured at all the principal points, by a description of conveyance but little influenced by the variations of weather or of the seasons, as a matter of course greatly facilitate the observance of punctuality in the transport of the mails over the country Post Routes, and lead to a comparative regularity in Mail service generally, not attainable in former years."

"Some further portions of Railway have opened for traffic during the year, and mail have been placed on the Brockville and Ottawa Railway, having 68 miles open for traffic, and on the St. Johns and Granby line.

"The completion of the Victoria Railway Bridge at Montreal, and of the Western section of the Grand Trunk Railway to Detroit will have a very important influence upon the transmission of the mails over the main route between the two extremities of the Province.

1859 Continued, (page 9.)

"In the voyages of the approaching summer, the advantage in distance will be increased by the use of the Quebec and Rivière du Loup Railway, to land and embark the mails at Rivière du Loup, by which measure a further gain of 110 miles will be secured to the Canadian voyage. The superiority given to the Canadian Route, as a medium of intercourse with Europe, by the essential advantages above noticed, is of course applicable to the acceleration of the European correspondence of the large section of the United States lying west, north-west, and south-west of Canada and the great Lakes,—and, as mentioned in a previous report, the attention of the United States Government had been called to the consideration of the point, but without any definite result, until the establishment of the weekly voyages of the Canadian Packets throughout the year, and the completion of the Grand Trunk Railway, and of the Victoria Bridge across the St. Lawrence at Montreal, so as to form an unbroken line from Detroit to Quebec (and to Portland)—ENABLED THE CANADIAN POST OFFICE TO OFFER ARRANGEMENTS FOR THE TRANSPORT OF MAILS BETWEEN THE UNITED STATES AND EUROPE, BY THE CANADIAN ROUTE, OF SO ADVANTAGEOUS A CHARACTER AS TO LEAD TO THEIR PROMPT ACCEPTANCE BY THE AMERICAN GOVERNMENT,—and closed mails are now under regular conveyance between Liverpool and Cork on the one side, and Detroit and Chicago on the other, comprising the European correspondence of all the Western, South-western, and North-western States. Mails between the New England States and Europe also pass under this agreement by the Canadian Packets."

Assuming that the \$110 a mile already alluded to, and fixed only under the circum-

stances stated, to be a proper amount for the service of 1853 over a detached portion of line, what, taking that as a basis, would be a proper proportionate amount now? Between 1853 and 1862 the number of Post offices in Canada has increased nearly 200 per cent, the number of letters 300 per cent, and the gross postal revenue above 200 per cent. It is only fair and reasonable to presume that the greatest part of the increase has arisen from the increased facilities afforded by the Railway Service, as the Postmaster General's Report, above quoted, states that *nine-tenths of "the letters conveyed by mail partake of the benefit of the Railway Service."* This is a fact by itself, for no such essentiality to Postal Service can be said to exist in any part of the Continent or of Europe, as respects any Railway, or system of Railways whatever.

Arithmetically only, and taking these dry proportions of increase alone, the \$110 ought now to be \$300, at least, per mile, in accordance with the average increase of work. But adding the extra rate of the Railway increase, and the enlarged nature of the service, as a through connection, and the use of the Victoria Bridge, surely \$500 per mile would be no unfair or excessive charge, as only barely covering the present cost of the work performed by the Railway Company?

The following Table shows the effect upon the postal service of the country, of the introduction of Railways during the last 10 years:—

*Extract from Postmaster General's Report for Year ending 30th Sept. 1860. (Page 4.)*

Comparative Table showing the extent of Service, number of Letters, and amount of Postage Revenue and Expenditure in Canada for the last 10 Years.

Year.	No. of Offices.	No. of miles of Post Route.	Miles of Annual Mail Travel.	Number of Letters by Post per annum.	Postage Revenue after deducting Dead Letters.
1851	601	7,595	2,487,000	2,132,000	\$ cts. .....
1852	840	8,618	2,930,000	3,700,000	230,629 00
1853	1016	9,122	3,430,000	4,250,000	278,587 00
1854	1166	10,027	4,000,000	5,100,000	320,000 00
1855	1293	11,192	4,550,000	6,000,000	368,166 00
1856	1375	11,839	4,800,000	7,000,000	374,295 00
1857	1506	13,253	5,383,000	8,500,000	462,163 00
1858	1566	13,600	5,520,000	9,000,000	541,153 00
1859	1638	13,871	5,604,000	8,500,000	578,426 98
1860	1698	14,202	5,712,000	9,000,000	655,451 99
*1861	1775	14,608	5,855,000	9,400,000	683,034 00

\* The year 1861 has been added from the Report just published by the Postmaster General.

In 1851 the population of Canada was 1,842,265. In 1861 it was 2,486,532, or an increase of upwards of 35 per cent. If with such an increase of population the postal service has increased 340 per cent., and the revenue about 200 per cent., what calculations can be made for the probable increased cost to the Company, during the next thirty years, for the carriage of such a vastly augmenting Post Office service.

It has been found that the use of postal facilities increases in a much greater ratio than that of the population. The following Statement gives the gross receipts of the United States for postages from 1800 to 1860, and the various changes in rates during that period:

TABULAR STATEMENT of the Gross Receipts (§1) for U. S. Postage, and Estimated (§2) Number of Letters carried from 1800 to 1860 inclusive.

Years.	Gross Receipts.	Estimated No. of Letters.	Years.	Gross Receipts.	Estimated No. of Letters.
§3 1800	280,804	1,965,628	1831	1,997,811	17,980,308
1801	320,443	2,243,101	1832	2,258,570	20,327,130
1802	327,045	2,280,315	1833	2,616,538	23,548,842
1803	351,323	2,462,761	1834	2,823,706	25,443,303
1804	389,150	2,726,150	1835	2,993,556	26,942,013
1805	421,373	2,949,631	1836	3,398,455	30,586,095
1806	446,100	3,122,742	1837	4,100,605	36,905,445
1807	478,763	3,351,341	1838	4,235,077	38,115,762
1808	460,564	3,223,948	1839	4,477,614	40,298,526
1809	506,634	3,546,438	1840	4,539,265	40,891,698
1810	551,684	3,861,788	1841	4,379,317	39,669,534
1811	587,247	4,110,729	1842	4,546,849	45,265,563
1812	649,208	4,544,456	1843	4,295,925	38,666,025
1813	703,155	4,922,085	1844	4,237,285	38,135,592
1814	730,370	5,112,590	§8		
§4 1815	1,043,065	7,301,455	1845	4,289,841	39,958,978
§5 1816	961,782	6,732,474	1846	3,487,199	41,879,781
1817	1,002,973	8,023,784	1847	3,880,338	47,585,757
1818	1,130,235	9,041,880	1848	4,171,077	52,364,819
1819	1,204,737	9,637,896	1849	4,505,176	60,159,862
1820	1,111,927	8,895,415	1850	5,499,984	69,426,452
1821	1,029,102	8,453,264	§9 1851	6,363,978	83,252,735
1822	1,117,490	8,939,920	§10 1852	5,184,526	95,790,524
1823	1,114,345	8,914,760	1853	5,240,724	102,139,148
1824	1,156,811	9,234,496	1854	6,255,586	119,634,418
§6 1825	1,252,061	10,016,488	§11 1855	6,642,136	127,232,692
1826	1,388,416	11,110,336	1856	6,920,821	133,092,711
§7 1827	1,473,551	11,788,408	1857	7,353,951	141,422,134
1828	1,598,134	12,789,072	1858	7,486,792	143,998,461
1829	1,707,418	13,659,344	1859	7,968,484	153,240,070
1830	1,850,583	13,805,664	1860	8,518,067	169,578,210

## NOTES.

§1.—The gross receipts in the table do not include the allowances which have been made a part of the time from the Government to the Post-Office Department, for the transportation of free matter, but simply the earnings received from the public.

§2.—The estimated number of letters from 1800 to 1854 inclusive, is taken from Pliny Miles' pamphlet on Postal Revenue (N. Y., Stringer & Townsend, 1855).—these estimates, he states, were prepared with the assistance of the 1st and 3rd Assistant Postmasters General, and were based on the revenue, and on official estimates occasionally made by the Postmaster General. From 1855 to 1860 inclusive, they are estimated relatively to revenue, as given in Pliny Miles' tables for 1854.

§3.—The rates of postage from 1800 to 1814 inclusive, were as follows:

A single letter (one sheet) not over 40 miles .....	8 cents.
do over 40 and do 90 do .....	10 do
do do 90 do 150 do .....	12½ do
do do 150 do 300 do .....	17 do
do do 300 do 500 do .....	20 do
do do 500 .....	25 do
Newspapers not over 100 miles .....	1 do
do over 100 do .....	1½ do
Pamphlets and Magazines not over 50 miles, each sheet .....	1 do
do do over 50 and not over 100 miles, each sheet .....	1½ do
do do over 100 miles, each sheet .....	2 do

§4.—In December, 1814, fifty per cent. was added to the rate of postage; this rate however seems to have lasted but about one year.

§5.—In February, 1816, the law of 1814 as to Postage was repealed, and in April, 1816, the rates were made as follows:

Any sudden change in these receipts resulting from a change of the rates, cannot properly be used to test the increased use of postal facilities, compared with the increase of population. The comparison must therefore be obtained from periods while the rates remain unchanged. The periods in which the rates remained practically the same, with the annual per cent. of increase in each period, are as follows:

From 1800 to 1814, annual increase .....	7	per cent.
“ 1816 to 1826, “ “ .....	4	“
“ 1827 to 1845, “ “ .....	6	“
“ 1845 to 1850, “ “ .....	6	“
“ 1852 to 1854, “ “ .....	10	“
“ 1855 to 1860, “ “ .....	5	“
Average of the above rates of increase .....	5 <sup>8</sup> / <sub>10</sub>	“
Average annual rate of increase in population.....	3	“

From this it is shown that for every one per cent. of increase in population of the United States, the uses of postal facilities are increased 1<sup>93</sup>/<sub>100</sub> per cent.

The increased use of this department in Canada will be in a much greater ratio in the future than it has been heretofore.

It is apparent to every intelligent mind, that under the influence of Railway transit, its use would increase many times faster than by the slow means before in use. This difference is partially shown by comparing States, having a larger proportion of railroad to population with those having a smaller proportion.

The following Statement gives the gross amount of postage money received, severally, in the free States, east of the Mississippi River, from 1852 to 1860, it not having been kept separately in the several States before that time:—

A single letter (one sheet) not over 30 miles.....	6	cents.
do over 30 and do 80 do .....	10	do
do do 80 do 150 do .....	12 <sup>1</sup> / <sub>2</sub>	do
do do 150 do 400 do .....	18 <sup>1</sup> / <sub>2</sub>	do
do do 400 .....	25	do

Pamphlets, Magazines and Newspapers as before.

§ 6.—In March, 1825, the rates of postage on letters, which were before 18<sup>1</sup>/<sub>2</sub> cents, were changed to 18<sup>1</sup>/<sub>2</sub> cents; other letter postage not altered.

Newspapers not over 100 miles.....	1	cent.
do over 100 do .....	1 <sup>1</sup> / <sub>2</sub>	do
do anywhere in the State of publication.....	1	do
Periodicals to subscribers, not over 100 miles .....	1 <sup>1</sup> / <sub>2</sub>	do
do do over 100 do .....	2 <sup>1</sup> / <sub>2</sub>	do
Other Magazines and Pamphlets not over 100 miles .....	4	do
do do do over 100 do .....	6	do

§ 7.—In March, 1827, a letter of one sheet or more, if it weighed 1 oz. chargeable as four letters.

§ 8.—In March, 1845, the rates were made as follows:

A single letter (weighing not over <sup>1</sup> / <sub>2</sub> oz.) under 300 miles.....	5	cents.
do do ( do do <sup>1</sup> / <sub>2</sub> oz.) over 300 do .....	10	do
Every additional <sup>1</sup> / <sub>2</sub> oz. same rate.		
Newspapers sent by editors or publishers, within 30 miles, free.		
do do do over 30 do as before.		
Circulars, per sheet, do do do 30 do .....	2	cents.
Pamphlets not over 1 oz.....	2 <sup>1</sup> / <sub>2</sub>	do
do each additional oz.....	1	do

§ 9.—In March, 1851, the rates were made as follows:

A single letter ( <sup>1</sup> / <sub>2</sub> oz.) within United States, not over 3,000 miles, if prepaid.....	3	cents.
If not prepaid.....	5	do
For distances over 3,000 miles double those rates.		
Minute details as to Newspapers sent to subscribers,		
Other Newspapers, Pamphlets, &c., not more than 1 oz. and not over 500 miles.....	1	cent.
Each additional oz.....	1	do

§ 10.—In August, 1852, the rates upon printed matter were made as follows:

Any printed matter, not more than 3 oz., to any part of the United States.....	1	cent.
Each additional oz. or fraction.....	1	do

If postage is paid quarterly or yearly in advance, half these rates.

Newspapers and Periodicals circulating in the State where published, and not over 1<sup>1</sup>/<sub>2</sub> oz., half these rates.

§ 11.—In March, 1855, a Law was enacted, requiring all letters, unless to foreign countries, to be prepaid, making the postage under 3,000 miles, 3 cents, and over 3,000 miles, 10 cents uniformly.

TABULAR STATEMENT of the Gross Amount of United States Postage Money received in the Free States, East of the Mississippi River, from 1852 to 1860, inclusive.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Maine.....	125,148	85	125,194	94	151,358	46	152,710	27	154,565	92
New Hampshire.....	81,478	98	81,703	53	95,609	14	99,909	49	102,657	86
Vermont.....	80,140	36	78,638	86	92,816	10	96,639	34	100,742	96
Massachusetts.....	437,509	60	453,966	80	532,184	22	557,659	06	579,946	65
Connecticut.....	144,519	52	146,364	50	179,230	37	190,924	52	212,492	21
Rhode Island.....	46,783	40	47,377	79	56,624	57	62,543	96	64,077	08
New York.....	1,131,248	68	1,175,516	06	1,342,155	42	1,383,157	72	1,403,444	42
New Jersey.....	84,190	84	89,074	17	102,015	91	107,737	63	117,903	45
Pennsylvania.....	487,118	29	488,308	30	554,629	46	591,219	37	629,154	51
Ohio.....	361,560	17	375,759	72	438,286	88	451,706	74	490,323	78
Indiana.....	127,161	15	137,339	43	161,007	10	171,410	15	184,813	45
Illinois.....	162,176	93	175,346	83	229,861	80	333,620	05	399,383	66
Michigan.....	89,933	47	96,757	19	116,480	72	142,188	13	167,934	44
Wisconsin.....	72,126	38	73,570	83	90,434	20	112,903	96	180,428	40
	3,431,102	62	3,544,918	95	4,082,164	21	4,558,129	82	4,687,869	82
							4,870,243	08	5,092,750	20
									6,393,348	30

NOTE.—Accounts of the Postage Money received in each State were not kept separately until the year 1852.

The following tabular Statement gives the population, and postage received per 1000 of inhabitants in those States in 1852 and 1860, and the per cent of increase in both, also the miles of Railroad in those States, and the miles per 100,000 of population:—

STATES.	Population.		Gain per cent. in 1860 over 1852.	Miles of Railroad in 1860.	Miles of Railroad to 100,000 of Population.	Postage received per 1000 of Population.		Gain per cent of Postage in 1860 over 1852.
	1852.	1860.				In 1852.	In 1860.	
						\$	\$	
Maine.....	590,144	628,276	6 4-10*	476	76	212	265	25
New Hampshire.....	319,216	326,072	2 2-10	658	202	255	340	33
Vermont.....	314,275	315,116	0 3-10	555	176	255	339	33
Massachusetts.....	1,031,249	1,231,065	19 4-10	1,314	107	424	522	23
Connecticut.....	384,742	460,151	19 6-10	608	132	375	452	21
Rhode Island.....	151,732	174,621	15 7-10	104	60	308	396	29
New York.....	2,545,871	3,887,542	52 7-10	2,809	72	444	432	—
New Jersey.....	502,420	672,031	33 8-10	627	93	167	208	24
Pennsylvania.....	2,402,011	2,906,370	21	2,943	101	203	244	20
Ohio.....	2,035,974	2,339,599	14 9-10	3,057	130	177	227	28
Indiana.....	1,044,526	1,350,479	29 3-10	2,058	152	122	162	33
Illinois.....	984,770	1,711,753	73 8-10	2,925	171	164	260	58
Michigan.....	450,664	749,112	66	807	103	199	238	20
Wisconsin.....	378,241	775,873	105 1-10	902	116	191	237	24

NOTE.—The population of 1852 is estimated by adding to the census of 1850 the proper proportion for two years of the gain from 1850 to 1860, which is about 154 per cent. of the whole gain of the 10 years.  
 — Postage received in the several States was not kept separately till 1852.  
 — A regular Census was taken in 1850 and in 1860.

Referring to those two tabular statements, there are 14 free States east of the Mississippi River. Dividing these into two parts, according to the miles of Railroad they have in proportion to their population, and the seven States having the greatest proportion are New Hampshire, Vermont, Connecticut, Ohio, Indiana, Illinois, and Wisconsin. The other States all have a less proportion. Those having the greatest and least proportion compare in several respects as follows:—

	Seven States having most miles of Railroad in proportion to Population.	Seven States having least miles of Railroad in proportion to Population.
Population in 1852.....	5,461,744	7,674,091
“ “ 1860.....	7,279,043	10,249,017
Per cent. of gain in population.....	33 28-100	33 55-100
Miles of Railroad in 1860.....	10,763	9,080
Miles of Railroad to each 100,000 inhabitants.....	149½	89
Per cent. of increase in postage received in 1860 over 1852, per 1,000 of population.....	31 7-10	17 7-10
Postage received, 1852.....	1,029,163 49	2,401,939 13 -
“ “ 1860.....	1,806,561 27	3,586,787 03.
Postage gain, per cent.....	75 4-10	49 3-10

It is clearly seen from the foregoing comparison that the Railways of Canada will give a new impulse to the earnings of its Post Office Department, which should insure for the chief of these great causes of its prosperity a liberal treatment in the way of compensation.

Whatever the influence of Railroads may be upon the aggregate Postal earnings of a whole State, that influence must be much greater upon the region more immediately accommodated by the roads, for this influence is diluted in any aggregate statement by including the business of regions unsupplied with the new facility. It follows that the Postal services required of a Railway will increase much faster than the average increase of Postal earnings in a State.

There are so many railroads in the United States, competing with each other for the business of all the considerable routes, that the Post Office Department has been enabled to procure the transportation of its mails at rates far below the real value of the service required and rendered. In many cases the fact of a particular line carrying the through-mail is regarded as of more value to its long passenger business, as against rival lines, than a fair price for the mail transportation; and, in most cases, this influence is very potent in sharpening competition for the service.

Even between the Cities of Boston and New York there are five competing lines for the mail, and four between the Eastern Seaboard and the States of the North-West, which, with their connections, can reach all the principal Seaboard cities and all the parts of the North-West.

These facts and considerations have brought the mail pay to Railroads so low in the States as to be a just subject of general complaint by the Companies. The four Trunk Lines from the Seaboard to the West get pay upon their main lines as follows:—New York Central, Erie, and Pennsylvania Central, \$200 per mile per annum each. The Baltimore and Ohio, \$300 per mile on about 220 miles of line, and \$200 on the remainder. On their branches they get from \$50 to \$150 per mile per annum. Some, if not all, of these lines are carrying the mails without contracts, under protest, regarding the pay as entirely inadequate. Together they receive only about \$850 per mile per annum for the service.

The pay from Washington to Baltimore is \$300 per mile, from Baltimore to Philadelphia \$375 per mile, from Boston to Albany an average of \$250 per mile.

The winter service upon all these lines as compared with the Grand Trunk is cheaply performed. The climate in which the latter is located adds materially to their cost of working. As their service is more costly they should have a higher price to be proportionally as well paid.

The passenger traffic of the Grand Trunk Railway is very small; a much smaller proportion therefore of the cost of the passenger and mail trains could fairly be charged to the passenger business than upon most lines, and a larger amount should be regarded as belonging to the mail service.

These facts surely should have weight in adjusting the prices for the mail service, especially in view of the great benefit which this line will be to the Post Office Department, by increasing its revenues and thus providing the means for its own compensation.

But, for the moment, omitting these just and equitable considerations in its favor, and looking solely to the rates which, under very different circumstances, are paid in the States, where competition and other causes have reduced the rate too unfairly low to be a just measure, and it is submitted that \$250 per mile per annum, for the services at present rendered, would be a low rate of compensation.

The United States lines carry but one distributing car each way daily; the Grand Trunk does double this service.

The large passenger business of the U. S. lines require the running of all the trains necessary for the mail service, the mails being carried upon trains which would otherwise be run at the same time and speed. With the Grand Trunk the mails control the trains, requiring them to run at such times, in such numbers, and at such speed as to make the passenger business (which in the States is the most profitable) an absolute loss to the Company.

In the States no extra or special trains are required for this service. On the Grand Trunk a large expenditure is required in this way; and finally, the character of the climate renders all the services of the Grand Trunk much more expensive to the Company.

In view of these considerations, whatever price is regarded as equitable in the States, whatever the price to which competition has unfairly reduced them or the higher rates which they claim as more just, be the rate what it may, we submit that it will pay them better than double the sum will pay the Grand Trunk, and that the rate for the latter should not be much if any below double the rates given above to the lines in the States.

The construction of new long lines of Railroads in the United States have had the general effect of dividing the mail service with the older lines reaching the same terminal regions; the increase of roads as a rule reducing the services required of each. The reverse of this will be the case of the Grand Trunk of Canada. No rival line to it will be constructed; and all the lines which may hereafter be added to their system of Roads will throw additional mail service upon that Road, which must always be the main channel into which each added facility will throw an additional current.

We have found by a low estimate for the increase of the population of Canada for the next 25 years, that the average for that period will be  $71\frac{1}{2}$  per cent. greater than it now is; that the use of postal facilities increases 1.93 per cent. to each one per cent. of increase in population.

With no allowances for the large proportion of the increase being upon the Railway service, or for the peculiar position of the Grand Trunk Road which will force upon it an increase of service far above this estimate, we find from the above figures that the average service for the next 25 years will be 138 per cent. above that of the present.

Reasonable allowances for considerations before noted, would doubtless place this increase above 200 per cent. less than which it would not seem at all likely to be, while much more is very probable.

138 per cent. added to \$250 per mile, is..... \$595 per mile.

200 per cent. which is probably less than the real increase,  
added to \$250 per mile, which is far below the value of  
the present service, gives..... \$600 "

These facts are drawn from the experience of the United States. Let us now examine the peculiarities of Canada somewhat in detail as affected by the great severity of the climate, which adds so enormously to the cost of working in winter, and the necessity which exists for running so many passenger trains, not for the wants of the Company, but for the special benefit of the Post Office Department.

In Canada the average cost of working its railways has been hitherto about 80 per cent. of the gross receipts, caused partly by the want of a large passenger traffic, and

partly by the extra expense entailed by the great severity and length of the winter. The mileage of passenger trains at the present time on the Grand Trunk Railway run mainly to supply the wants of the Post Office Department, and not required by the extent of its passenger business, amounts in round figures to about 16,000 miles a week. The average cost of running the trains on the line, without including an allowance for wear and tear of road, depreciation of rolling stock, or interest upon capital invested, exceeds \$1 a mile run. But the average passenger receipts by trains carrying passengers on the Grand Trunk Railway does not amount to 75 cents a mile run, thus entailing upon the Company a positive loss of *cash outlay incurred*, of 25 cents a mile on every train run carrying mails. This amounts to an absolute loss of \$250,000 a year. The truth is the Grand Trunk is not a passenger line, and if no obligation existed as regards mails, it would run its trains only during day light—make them all mixed trains carrying freight as well as passengers, and run only at a very moderate rate of speed. This would be the proper and economical plan for the Company to pursue, but it would not suit the Post Office requirements. If the latter want a service rendered, which it has been shown entails so heavy a daily and annual *cash* loss to the Company, why should they not pay for the services which the public require, and which so greatly increase the postal facilities and revenue?

The Railway Company has to provide special cars,\* fitted up at large expense, which can practically be used for no other purpose, for the use of the Post Office Department; supplying also fuel and lights, and carrying *free* Post Office clerks, whose aggregate fares at the regular rates for passengers would amount to between \$50,000 and \$60,000 a year. For all these clerks, in the event of an accident happening, the Company is liable to make the same heavy compensations as to other and ordinary passengers. Besides this, the Company is called upon to supply annual and other passes to Inspectors and others connected with the Post-Office Department, and on the whole, it is quite safe to say, that the persons carried free for the Post-Office, aggregate at the ordinary fares, certainly *not less than* \$100,000 a year.

And then consider the additional expense of working trains in the winter in so severe a climate as Canada. The road, for 5 months in the year, is like a solid mass of rock without a particle of spring or elasticity. Every part of the machinery of Engines and Cars becomes brittle as glass from the intense cold, and breaks hourly from the concussion with the perfectly rigid road, and from similar causes the rails themselves break by wholesale, besides receiving severe injuries during the long winter which greatly diminish their life from the average of other countries.

Between the 1st December, 1861, and 31st March, 1862, no less than 4461 rails (equal to 10 miles of Railway), were broken on the Grand Trunk Line! Added to all this are the immense and constantly repeated falls of snow, blocking up the line often with a depth of six or seven feet, for several hundred miles in extent, requiring the employing of a large number of additional Locomotive Engines to force the snow-ploughs through, besides small armies of men to dig out the heaviest drifts and to clear the edges and surface of the rails after the ploughs have got rid of the bulk of the snow.

And what is it that the Post Office authorities propose to allow for such a service as this, rendering such immense advantages to their revenues and to the public accommodation supplied; as has already been shown, by a *cash outlay* on the part of the Company, without wear and tear or interest on capital, of upwards of \$1 for every mile run with trains carrying mails?

Why, from 6 cents to 7 cents a mile, or less than one-fourteenth part of the bare actual cost incurred!

The cost of the Engine service alone amounts to 30 cents a mile run by every train. And this is quite irrespective of the cost incurred for special trains once a week from Montreal to Portland (294 miles) in winter, and from Montreal to Quebec (169 miles) in summer, to suit the requirements of the Post Office in running to the Steamers for Europe besides special trains from Portland or Quebec, when the inward steamers arrive at hours unsuited to the regular trains of the Company.

Having now given some facts showing the service rendered, and the prices paid in the

\* NOTE.—There are now on the Grand Trunk 36 of these cars constructed at a cost of £20,000 *stg.*

United States, and pointed out the special peculiarities attending the transport of mails in Canada, it is only right to give some indication of the practice adopted in Great Britain.

There, as far back as 1838, the Legislature declared, in an Act specially relating to the carriage of Mails by railway, that in the event of the Railway Company and the Post Office Department not being able to agree upon the amount to be paid for the service rendered, it should be settled by arbitration.

By that plan accordingly has, in the majority of instances, the rate of payment been settled.

Thus on the Chester and Holyhead Railway, 85 miles long, and which has the great Tubular Bridge at Menai Straits before referred to, the price paid is £30,000 stg. per annum or £355=—\$1,775 *per mile of Railway*. This price was given on the ground mainly of the vast cost of the Menai Bridge.

On the York and Berwick line 3s. a mile run is paid for every train carrying mails.

On the London and North Western the sum paid for about 8,000 miles a week, is £49,000 stg. a year, or about 2s. 4d. a mile run.

On the London and Dover it is 2s. 3d. a mile run.

These two last examples of English lines include those which have a very large passenger traffic, and which therefore had the amount paid to them for mail service reduced on account of the profit derived from the other portions of the load of the trains.

On the Irish lines, where the population is not so dense as in England, and the receipts of passenger trains therefore much less, the following are some of the prices paid for carrying the mails :

	s.	d.	
Drogheda and Dundalk .....	4	0	a mile.
Dublin and Drogheda .....	2	10½	“
Dundalk and Enniskillen .....	3	2	“
Dublin and Cork .....	2	9	“
Dublin and Galway .....	3	0	“

The average of these is nearly 3s. 2d. a mile run.

In the case of Ireland, the passenger receipts are far greater than they are in Canada, and the climate being very much milder the cost of working is vastly less. Railways in Ireland return some interest upon their cost, and they get 3s. 2d. a mile for the mail service, and yet the Post Office Department in Canada, where the railways do very little more than pay their cost of working, require extraordinary accommodation, and propose to pay about 7c. or 3½d. a mile, or only about the 11th part of what is paid cheerfully in Ireland.

At the Irish rate of 3s. 2d. a mile run, the amount to be paid to the Grand Trunk in Canada would be £131,716 per annum, or about \$760 a mile. To this of course in common justice should be added a fair equivalent for the smaller passenger earnings of the trains, and for the increased cost of working caused by the exceptionally severe climate of Canada, and for the enormous cost of the Victoria Bridge.

And in conclusion, we will here recall attention to the views solemnly recorded by Parliament, when on the 30th May, 1849, an Act was passed offering great inducements to those who would advance a portion of the funds required to construct a Main Trunk Line of Railway throughout the Province, and which Act contained the following preamble :

“Whereas, at the present day, the means of rapid and easy communication by Railway, between the chief centres of population and trade in any country, and the more remote parts thereof, are become not merely advantageous, but essential to its advancement and prosperity: And whereas, experience has shown, that whatever be the case in long-settled, populous and wealthy countries; in those which are new and thinly-peopled; and in which capital is scarce, the assistance of Government is necessary and may be safely afforded to the construction of Lines of Railway of considerable extent, and that such assistance is best given by extending to companies engaged in constructing Railways of a certain length under charter from and consequently with the approval of the Legislature, the benefit of the guarantee of the Government, under proper conditions and restrictions, for loans raised by such Companies to enable them to complete their work.”

The Act then proceeds to enact as follows :

“That the sum on which interest be so guaranteed shall not be greater than that ex-

pended by the Company before the guarantee is given, and shall be sufficient to complete their road in a fitting manner, and to the satisfaction of the Commissioner of Public Works."

The Parliament and people of Canada were therefore, at that time, so deeply impressed with the advantages to be secured to them by a Trunk line of railway, that they were only too eager to find half the amount required for its construction.

And the matured convictions of the people and Legislature of Canada were again, after due reflection, deliberately repeated two years afterwards, when on the 30th August, 1851, an Act was passed: the preamble of which runs in part as follows:

"Whereas, it is of the highest importance to the progress and welfare of this Province, than a Main Trunk Line of Railway should be made throughout the length thereof."

And the 5th clause of that Act is:

"And be it enacted, That if the funds necessary for making the Main Trunk Line of Railway mentioned in the next preceding section, shall not be raised by loan under the authority and guarantee of the Parliament of the United Kingdom, or advanced as a loan to this Province, under the said authority, then the said main Trunk Line of Railroad, or so much thereof as shall not be made by funds so raised or advanced as aforesaid, may be made with funds of which one-half shall be raised on the credit of the Consolidated Revenue Fund of this Province, provided the other half shall have been subscribed for by Municipal Corporations in this Province."

So momentous, therefore, was it deemed to be to secure the construction of a Main Trunk Line of Railway, that in 1849, it was offered to find half the capital by Provincial funds, and, in 1851, that was extended so as to permit the Municipalities along the line on their credit, to find the other half. If this had been actually carried out, as was then fully intended, Canada would have had to find the whole cost of constructing the Grand Trunk Railway solely out of her own resources. But by taking advantage of the ease of the money market in England in 1853—the glowing Report of the Governor General of Canada appended to the prospectus,—the official authorization of the promises of a large return upon the investment,—and the assurance of the prospectus that it came "with the guarantee of the Province of Canada"—the then Ministers were enabled to obtain in England large subscriptions from all classes there, and thus, by the promises they made to individuals, (but subsequently broken in fact) to avoid the outlay of the large extent of Provincial expenditure actually pledged by solemn Acts of Parliament.

The Province, whilst enormously benefiting by the outlay, has thus escaped a heavy burden, but has thrown it upon individuals abroad, who only advanced their money at all upon the clear and distinct pledge that they did so, as the Prospectus states, "with the guarantee of the Province of Canada."

Leaving out, for the sake of the present argument, the Act of 1851, which contemplated the entire cost of the line being found out by Canadian credit alone, let us see what would have been the position of Canada to-day if the Act of 1849, pledging the credit of the Province to *half the actual cost*, had been carried out.

The cost of the Grand Trunk, so far, has been, in round figures, £12,000,000 sterling. Half of that would have been £6,000,000, the annual interest upon which would have been £360,000. The actual outlay by Canada has only been £3,112,500, or an annual interest of £186,750. Canada has thus saved an annual sum of no less than £173,250, besides an ultimate liability of capital of £2,887,500, whilst all those in England who have embarked their private means, to the extent of £9,000,000 sterling, to develop the resources of Canada, are not receiving, or likely to do so for some time, one farthing of interest upon their disastrous investment.

Is it asking, therefore, anything but simple justice, to call upon the Arbitrators to deal fairly with this matter—to bear in mind that the good faith of Canada is involved in their decision—and to remember that the Company simply are asking the justice of being adequately paid for the valuable and indispensable services which they render to the public interests of this great Province?

The following paper, being a concise summary of some of the main points in the longer paper of the 21st April, was prepared by Mr. Brooks, and placed in the hands of the Hon. Mr. Moffatt:—

## A FEW SUGGESTIONS AS TO POSTAL SERVICES BRIEFLY STATED.

## OLD RATE OF COMPENSATION.

The low rate at which the Government has hitherto paid the Company, for its mail service, was suggested before it was discovered by the proprietors that the boon which the country had given them in allowing them, instead of the Province, to build so promising a line, was all a myth, before it was found to be of such vital consequence to the Company whether the mail pay be liberally fair, or the service performed at a loss, which in the anticipated large earnings would be scarcely felt, before the Company had seriously looked into the affairs of its working administration, and when all thought was occupied with its construction and the ways and means therefor.

The previous low pay for this service should therefore have no other influence upon the rate for the future than its fairly equitable influence in favor of increased liberality.

## UNITED STATES LINES.

The Main Trunk Lines in the United States, from the seaboard to the great West, all carry mails, although in fact they each, for the through mails, compete with each other. Their mail service is all mainly conducted by day trains, although a few bags are carried on night trains, when such are run for the accommodation of their large passenger traffic. There is on each line but one distributing mail a day.

These Trunk lines are paid as follows, the amounts being received under protest as too low for the service rendered:—

New York Central.....	\$200
Erie .....	200
Pennsylvania Central.....	200
Baltimore and Ohio, (average).....	250

Total .....\$850 p. mile.

The Grand Trunk to Canada is what the four Trunk lines are to the northern portion of the United States, lying between the Atlantic Ocean and the Mississippi Valley. The whole postal service of Canada, which in the United States, as above quoted, is divided between four Trunk lines, is with us thrown on one line, where the extent of postal service required increases 200 per cent., at least, every ten years. Justice would, therefore, seem to require that the Grand Trunk should be paid in proportion to the aggregate of the four Trunk lines in the United States, with an addition for the vast exceptional cost of the Victoria Bridge, and the great expense of working in winter, caused by the severity of the Canadian climate.

## IRISH LINES.

The population and trade of Ireland, although greater than in Canada, form a better criterion for comparison than any other part of the United Kingdom.

In Ireland, Railways pay their proprietors some interest on the cost. In Canada, nothing. In Ireland also the passenger traffic is very much larger than in Canada.

The prices paid for Railway mail service in Ireland, on 5 of its leading lines averages 3s. 2d. per mile of trains run carrying mails.

This rate applied to the trains carrying mails on the Grand Trunk Railway would give about \$760 per mile of railway per annum.

To which should be added a fair equivalent for the cost of the Victoria Bridge and the greater severity of the climate of Canada.

## VICTORIA BRIDGE.

The construction of the Victoria Bridge places Montreal, the commercial capital of Canada, in direct connection with all parts of the United States, and opens to it a direct outlet to the Atlantic at Portland, and in future also at Halifax in British territory. That Bridge was not needed for years to come for the proper carrying on of the traffic of the Railway. But for postal purposes, the convenience of travellers, the commercial supre-

macy of Montreal, and the cheapening and expediting the means of transport for the produce raised in Western Canada, the Victoria Bridge has proved already and will prove for ever vast benefit to the trade and commerce of Canada.

There is but one similar case in the world to this Bridge, and that is the great Tubular Bridge across the Menai Straits near Holyhead. That Bridge was built to shorten the time occupied in passing between England and Ireland. The cost of the bridge was less than £1,000,000 sterling.

The Railway of which it forms part is the main highway for the trade between England and Ireland, and has a very large traffic.

The cost of the bridge was however so exceptionally large, that the English Government gave the line, 85 miles in length, £30,000 sterling a year for the mail service, or \$1,775 a mile; of this sum less than £10,000 a year would represent the fair value of mail service on 85 miles of English railway, and therefore £20,000 at least represents the sum specially allotted for the great cost of the Menai Bridge. The Victoria Bridge cost half as much again as the Menai Bridge, and on the same principle is entitled to considerably more than £30,000 sterling a year for the special benefit it is to the postal service of Canada.

#### CLIMATE.

The great severity of the climate of Canada adds enormously to the cost of working in winter.

Snow falls to an extent greater than on any part of the continent of America where Railways exist, causing a very large outlay to keep the line clear for the passage of trains. In one journey (after a snow storm) of 150 miles last winter, it was calculated that upwards of 2,000,000 cubic yards of snow was cleared from the track.

With such a quantity of snow, engines can only draw very light loads, and thus in winter almost nearly every train has at least two engines and in many cases three, instead of one.

The destruction of road-way from that cause is very greatly increased.

Last winter 4,461 rails were broken, or equal to about 10 miles of continuous railway.

Special engines, with snow-ploughs, have to be frequently run to assist in clearing the line. Engines and trains are very frequently thrown off the line by the snow and broken rails, causing very heavy outlay to repair damages.

#### GOVERNMENT SANCTION.

The quasi-official sanction of the Government of Canada to the inviting prospectus of the Grand Trunk Company, called to its construction a vast amount of capital from sources where its loss is most keenly felt; while these sufferers have received nothing from this large investment, Canada will receive all the commercial advantages which she anticipated from the undertaking, in the development of the resources of the country, and adding to the value of the property of the country much more than the whole cost of the Grand Trunk. Surely the suffering proprietors can look to the country who receives all the benefit from this vast expenditure, to pay in the most liberal manner for all the services she requires of the Company. More especially in view of the fact that the Government originally intended to furnish all the capital, as most of the other colonies have done, but through a taking prospectus has saved three-fourths of it, and lost none of the benefits. And still more from the fact that this great postal facility will in a very short time so develop and increase the postal earnings of the country, as to provide the means of its own payment, and a large surplus to the Provincial Treasury.

Mr. Brooks also submitted the following statement, showing the amount per mile paid by the United States Government for the carriage of their mails on the principal railways in the United States, for the year ending 30th June, 1861, being the last that has been published by the United States Government:—

## Payments for the Carriage of Mails in the United States—June 30, 1861.

TERMINI.	MILES.	RATE.
	No.	PER MILE
MAINE.—Portland to Portsmouth, N. H.....	52	150 72
NEW HAMPSHIRE.—Concord to Lowell, Mass.....	50	150 00
MASSACHUSETTS.—Boston to Portsmouth, N. H.....	54	154 00
Boston to Lowell.....	27	150 00
Boston to Fitchburg.....	52	153 86
Boston to Worcester.....	45	343 75
Boston to Providence, R. I.....	46	150 00
Worcester to Albany, N. Y.....	55	325 56
	103	175 00
RHODE ISLAND.—Providence to Stonington, Ct.....	50	150 00
CONNECTICUT....New Haven to Springfield, Mass.....	64	275 00
New Haven to New York.....	76	343 75
NEW YORK.—New York to Dunkirk.....	460	200 00
New York to Albany.....	144	225 00
Albany to Buffalo.....	298	200 00
Albany to Troy.....	7	150 00
Syracuse to Rochester.....	104	200 00
Rochester to Niagara Falls.....	76	150 00
Buffalo to State Line.....	69	200 00
NEW JERSEY.—New York to New Brunswick.....	36	375 00
New Brunswick to Philadelphia.....	54	375 00
PENNSYLVANIA.—Philadelphia to Pittsburg.....	357½	200 00
Sunbury to Williamsport.....	40	150 00
Williamsport to Elmira.....	77	150 00
Northville to Erie.....	20	200 00
MARYLAND.—Baltimore to Philadelphia.....	102	300 00
Baltimore to Sunbury.....	86	200 00
Baltimore to Wheeling, Va.....	55	150 00
Baltimore to Washington, D. C.....	179	300 00
Pittsburgh, Pa. to Chicago, Ill.....	201	200 00
Pittsburgh, Pa. to Chicago, Ill.....	40	300 00
Ohio.—Belair to Columbus.....	187½	200 00
Pittsburgh, Pa. to Chicago, Ill.....	469½	200 00
Erie, Pa. to Cleveland.....	96	225 00
Cleveland to Wellsville.....	59½	150 00
Columbus to Cleveland, Ohio.....	138	210 86
Columbus to Xenia.....	55	225 00
Galion to Union City.....	119	150 00
Toledo to Cleveland.....	114	200 00
Cincinnati to Dayton.....	60	150 00
Cincinnati to Springfield.....	65	225 00
Dayton to Toledo.....	149	150 00
MICHIGAN.—Detroit to Chicago, Ill.....	282½	150 00
Toledo to Chicago.....	242	150 00
INDIANA.—Indianapolis to Lafayette.....	65½	150 00
Cincinnati to Illinoistown.....	341	225 00
Jeffersonville to Indianapolis.....	50	150 00
Union City to Indianapolis.....	85	150 00
ILLINOIS.—Dunleith to Cairo.....	112	150 00
MISSOURI.—St. Louis to Sedalia.....	125	150 00
St. Louis to Macon City.....	64	150 00
TENNESSEE.—Nashville to Chattanooga.....	170	150 00
Nashville to Chattanooga.....	153	200 00
Knoxville to Goodson.....	130	200 00
Knoxville to Dalton and Chattanooga.....	140	200 00
Jackson to Columbus.....	87	175 00
CALIFORNIA.—Sacramento City to Folsom City.....	22	150 00

The average rate of payment for Postal Services on the above 6,612 miles of the principal Railways of the United States, is \$200 31 per mile of Railway.

Mr. Brooks also stated to the Hon. Mr. Moffatt, in writing, the following particulars relative to the Hannibal and St. Joseph Railway in Missouri, the rate of payment to which for the carriage of mails had been agreed to by the Post Office Department, after the compilation of the Report from which the previous statement had been derived:—

"The rate paid for mail service upon the Hannibal and St. Joseph Railroad, 206 miles long, running from Hannibal to St. Joseph, in the State of Missouri, is a little above \$260 per mile per annum for one mail each way daily with a distributing car, a through mail in bags to be carried by another train if run, whenever required by the Department. The Department cannot however require the second train to be run, and it is not often that more than one train is run, and this in the day-time, to accommodate the local business."

The following statement shows the weight and cubical contents of the Post Office cars running upon the Grand Trunk Railway, and which have been built for the special accommodation of the Post Office Department, at a cost to the Company of about £20,000 sterling:—

**GRAND TRUNK RAILWAY.**  
**PARTICULARS OF POST OFFICE CARS.**

No.	Approximate Weight.	Cubical Contents.	Cubical Contents Post Office.	Approximate Weight of Fittings, in P. O. Comp't.	Weight of portion of Car used by P. O.
1	27,800 lbs.	2,277	512	400 lbs.	7,250 lbs.
2	27,800	2,277	512	400	7,250
3	27,800	2,320	417	400	5,880
4	27,800	2,320	417	400	5,880
5	27,800	2,320	417	400	5,880
6	27,800	2,320	417	400	5,880
7	27,800	2,320	417	400	5,880
8	38,820	2,886	866	625	13,356
9	38,820	2,886	866	625	13,356
10	27,800	1,862	1,064	1,400	14,600
11	27,800	1,862	1,064	1,400	14,600
12	27,800	1,862	1,064	1,400	14,600
13	27,800	1,862	1,064	1,400	14,600
14	27,800	1,862	1,064	1,400	14,600
15	27,800	1,862	1,064	1,400	14,600
16	27,800	2,012	853	400	9,533
17	27,800	1,721	1,024	1,400	17,240
18	27,800	1,862	1,064	1,400	14,600
19	27,800	1,862	1,064	1,400	14,600
20	27,800	2,277	512	400	7,250
21	27,800	2,277	512	400	7,250
22	27,800	2,277	512	400	7,250
23	27,800	2,277	512	400	7,250
24	27,800	2,277	512	400	7,250
25	27,800	2,277	512	400	7,250
26	27,800	2,277	512	400	7,250
27	27,800	2,249	643	400	7,250
28	27,800	2,230	651	400	9,533
29	27,800	2,230	651	400	9,533
30	27,800	2,230	651	400	9,533
31	38,820	2,886	866	1,600	14,006
32	38,820	2,886	866	1,600	14,006
33	38,820	2,886	866	1,600	14,006
34	38,820	2,886	866	1,600	14,006
35	38,820	2,886	866	1,400	13,873
36	38,820	2,886	866	1,400	13,873
	1,088,960	82,749	26,606	30,650	384,554
	Average Weight, 30,248 lbs.	Average each Car, 2,298 cub. feet.	Average each Car, 739 cub. feet.	Average Weight of Fittings, 851 lbs.	Average Weight, 10,682 lbs.

The following statement shows the actual milage on the different divisions of the line of trains carrying mails, showing in which cases the mails are carried in a special distributing car, and the cases in which bags are carried without such car:—

## GRAND TRUNK RAILWAY.

STATEMENT showing the Weekly Mileage of Trains carrying the Provincial Mails, with or without Post-Office Cars.

District	To or From.	No. of Trips per week.	With P. O. Cars.	Without P. O. Cars.	Total.
Western .....	Toronto to London.....	24	1452	1452	
do .....	Stratford to Sarnia.....	12	960	1056	
do .....	Toronto to Stratford.....	12			
		48	2412	2508	4920
Central.....	Montreal to Toronto.....	36	7992		7992
Eastern.....	Montreal to Boundary Line.....	24	3048		
do .....	Montreal to Point Levi.....	24	2028	1590	
do .....	P. Levi to Riviere du Loup.....	12	756		
		60	5832	1590	7422
TOTAL.					
		No. of Trips per week.	With P. O. Cars.	Without P. O. Cars.	Grand Total.
		144	16236	4098	20,334

31st July, 1862.

This statement will be made complete, now that the arbitration has been put an end to by the action of the Government, by the following letter written by the Company's Arbitrator, Mr. Brooks, giving his judgment as to the rate of remuneration which ought to be awarded to the Grand Trunk Railway Company :-

MONTREAL, July 30th, 1862.

DEAR SIR,—The further progress of the Referees upon the question of the Postal Subsidy having been suddenly stopped by the action of the Government of Canada, I consider it my duty to advise you of my action in the matter, and to hand you the papers which I had submitted to the other referee in the case. I have had quite a number of discussions with Mr. Moffatt upon the subject, and had submitted to him the papers which I hand you herewith, and which are as follows :

Main Statement of case, dated April 21st, 1862.

Copy of a letter from Mr. Watkin to Mr. Brooks, dated Oct. 18th, 1861,

Mileage of trains carrying mails, dated Oct. 5th, 1861.

“ “ of a later date:

Copy of a letter from Mr. Shanly to Mr. Watkin, dated Oct. 19th, 1861.

“ “ Mr. Alleyn to Mr. Watkin, “ Oct. 3rd, 1861.

“ “ Mr. Watkin to Mr. Alleyn, “ April 5th, 1862.

Suggestions as to postal Service.

Payments for mail service on various Railroads in the United States.

Details of N. Y. Central postal service.

Details of size and weight of Post Office cars on G. T. Railway.

Statement of train mileage, and working expenses for year ending June 30th, 1861.

Statement of passenger receipts per mile, for year ending June 30th, 1861.

Letter from Mr. Brooks to Mr. Moffatt, dated May 21st, 1862.

Letter from Mr. Brooks to Mr. Moffatt, dated June 7th, 1862.

You will note that in the papers submitted, no fixed sum for the service is submitted. I stated to Mr. Moffatt verbally that I thought the price for the extra and regular service, as recited in our letter to Mr. Watkin, dated the 24th May last, upon which the award was to be founded, should not be less than \$300 per mile measured upon that part of the road in Canada, but including the service stated to be performed upon that portion of the road without the Province.

I think I ought also to state to you that, looking to the great importance it was to your Company to have an early decision in the matter, if considerable time could thereby have been saved, I should have agreed to a rate as low as \$250 per mile, but below which, considering the peculiar disadvantages under which the Company was to perform the service, and the considerable amount of extra services required, I should not have felt justified in going.

I am, dear Sir,

Yours truly,

(Signed)

J. W. BROOKS.

C. J. BRYDGES, Esq.,  
Managing Director Grand Trunk Railway,  
Montreal.

Draft of a letter to Mr. Brooks, in reply to a statement of case submitted by him, on behalf of the Grand Trunk Railway Company :

Having carefully considered the matter referred to yourself and me, as arbitrators to report on the amount of compensation that may fairly be allowed by the Government of Canada to the Grand Trunk Railway Company, for the conveyance of Mails, I would now state for your consideration, my views of the case, and shall be happy to be favored with yours at your convenience, that we may come prepared when next we meet, to discuss any points of difference that may be found to exist between us.

I would begin by observing that the early "History" of the Grand Trunk Railway undertaken, as set forth at such length in the Company's statement of their case, strikes me as being somewhat foreign to the question to be dealt with, which is purely a commercial one, involving nothing beyond ascertaining the legitimate value of a certain description and extent of service to be performed, and which value may best be determined from a knowledge of what similar service is found to be worth elsewhere on this continent.

The comparisons drawn, in the same document, with the rates allowed for postal service on English Railways will hardly hold good as applied to Canadian Lines, so different is the nature of the service exacted on the former from that which usage and the wants of the country require here and in the neighboring States.

The service to be rendered by the Grand Trunk Railway Company to the Government, as defined in our letter of the 23rd of May, addressed to the Postmaster General and to the Company, is three-fold, viz :—

*First.* The conveyance of a mail by regular passenger train, at least once each way, daily, over the whole Line. Officers of the Post Office Department, travelling on duty, to be carried free.

*Second.* The conveyance of the English mails to and from the Montreal Ocean Steamers, with Quebec for their Port in summer and Portland in winter—special train service, under certain conditions, included.

*Third.* The carriage of the mails between the Railway Stations and Post Offices, within distances not exceeding one mile, save where certain of the principal officers are specially named; the Postmaster General having the right to determine at how many stations along the line the side-service, within the limited distance, shall be performed by the Company.

The value of the first-mentioned service can, it appears to me, only be correctly estimated by ascertaining something near the minimum number of actual train-miles of mail carriage performed in the course of the year, and by enquiring at what rate it should be paid for per mile run.

On the former point, I learn that the usual and long-prevailing system of train-service on the Grand Trunk Railway provides one regular passenger train each way daily, over the whole line, with a mixed train passing, in sections, over all parts of the line, also daily, each way, except on the Rivière du Loup and St. Mary and Sarnia sections, where, as a general thing, there has been and is but one service each way in the 24 hours.

The above arrangement affords to the Post Office, therefore, the means of despatching two mails daily in both directions (Sundays excepted) over all parts of the line, the year round, save on the two sections above referred to, and gives a total result (expressed in round numbers rather in excess of actual calculation) of 975,000 miles annually.

Next, in seeking to arrive at the value of the mileage, I have procured a statement exhibitory of the postal accommodation rendered, and of the amounts received therefor, by nine leading Railway Companies in the United States, including the "New York Central," the "Erie," the "Hudson River," "Atlantic and St. Lawrence," and "Boston and Worcester" Lines, and I find that the average of the amounts paid for mail carriage on these nine Railways is  $10\frac{37}{100}$  cents per mile run, including the "side service," when the distances between the stations and the Post Offices do not exceed a quarter of a mile.

What the actual value or cost of the "side service," so limited, may be, I have not the means of determining, but, beyond all question, it must form no inconsiderable item in the working expenses of some of the more important lines. To assume it at ten per cent. of the value of the whole mail service, taking the average of the nine Railways referred to, would produce \$31,800, as the aggregate annual charge for side service, therefore, an average of about \$3,500 to each line, and as nearly as possible (rejecting fractions) in the proportion of one cent for "side service," to every  $9\frac{37}{100}$  cents for "rail service," the whole average value being, as already stated,  $10\frac{37}{100}$  cents per train-mile on the principal Lines \* as in the United States.

The average character of the service rendered is higher, more expensive in itself, on the generality of the United States lines than on the Grand Trunk. All mails on the former being carried by regular passenger trains, run at high rates of speed, while here, very nearly one half the service is performed by "mixed trains," which are simply freight trains with passenger and post office cars (not *always* the latter) attached, and which are run at rates of speed varying from twelve to fourteen miles an hour only.

On the other hand, it is right to bear in mind, that for the five or six months of Canadian winter the working of the Grand Trunk is more expensive than that of most of the railways quoted above. This observation, however, applies to those portions of the road lying east of Kingston only. Further west, the winter of Canada is less trying to the Grand Trunk than are the winters of northern New York, Maine, and New Hampshire to the railways of those States which are among those from which I derive my estimates of the mileage value of the service. It may be fair, perhaps, to assume (taking a liberal view of the case) that the unfavorable climatic conditions affecting so large a proportion of the Grand Trunk, entitle it to a rate of compensation, for postal service of generally inferior order, equal to what is paid for the higher class of service in the United States.

I would therefore propose  $9\frac{37}{100}$  cents per mile of regular mail train service, (but exclusive of side service) as a fair standard of compensation to be paid by the Government of Canada to the Grand Trunk Railway Company for the conveyance of the mails.

In the Company's statement of their case, much stress is laid on the fact of the Canadian Mails being always carried in charge of a Government agent, whereas the practice in the United States, is to forward the "through" mails in charge of the Railway Company's officers, and the amount represented by the fares of the travelling "mail conductors," supposing they had to "pay their way," is shewn to be a very large sum indeed. I do not think this is admissible at all, as an element in our calculation of postal subsidy. The mere weight of mail matter, agent included, carried over any section of the Grand Trunk, is insignificant as compared with what passes over the principal lines from which I deduce the value of the accommodation given, and which in fact, resolves itself into a question of space, while, assuredly, one effect of the mail bags being in charge of a special agent of the Government, must be to relieve the carriers of no inconsiderable amount of responsibility and risk.

\* Words illegible.

The next item of allowance to be considered is for conveyance of the English mails to and from the "Ocean Steamers," as provided in clauses four and five of our letter of the 23rd May, and, in this connection, I have ascertained that the Company's account against the Post Office Department, for all such special service, and in fact for special service of every description, has averaged, since October, 1859, to January, 1862, something over \$3,800 per quarter, including all service on the "Atlantic and St. Lawrence Line in carrying the mails for Canadian steamers, to and from Portland, special trains run for such purpose, being charged at two dollars per mile. I propose to adopt the above average, or taking it in round numbers, at \$4,000 for each three months, to place the yearly allowance for the special service at \$16,000.

The third and last item of payment to be considered is that for "side service."

I think it fair to calculate that the Post Office Department will avail itself of the option reserved to it, by exacting from the Railway Company the performance of this service, at all the stations along the line, (the one mile limitation will not, it is supposed, apply in any case not specially provided for in our letter,) and I have obtained, officially, from the Deputy Postmaster-General, a return of the number of officers now existing at, or in the vicinity of the stations, and of the amount paid last year for side service. The officers number 108, and the service cost the Department \$18,771.

I would allow that sum in our award, on the assumption, as above noted, that the Company will have to deliver and receive the mail bags at the Post Office door in every instance.

You will observe that the cost of the "side service" allowed, in this way, is in the proportion of two cents, nearly, to each mile of train service, while for the quarter of a mile "side service," in the United States, I have assumed the proportion at one cent to each mile of train-movement; the shorter distance being, undoubtedly, worth more in proportion than the longer one; while the weight of mail matter to be moved, an important element in considering the value of the "side service," though but a secondary one in the question of train-service, is very much greater on the leading lines of the United States, than on any portion of the Grand Trunk.

The summation of the foregoing estimates is as follows:—

975,000 regular mail train mileage at $\frac{9}{100}$ .....	\$91,357 50
Special service, with English mails, " .....	16,000 00
"Side service" (108 offices) .....	18,771 00
Total amount of Annual Subsidy .....	\$126,128 50
Equal per mile per annum (866 miles) to .....	\$145 63

I would now offer a few remarks as to what, in my judgment, the contract between the Government and the Grand Trunk Railway Company should provide for: and in the first place I would observe that I could not by any means recommend the former to enter into a contract extending over a long term of years, say twenty-five, as suggested on behalf of the Company. The outside term should not, in my opinion, extend beyond seven years. Five, perhaps would be the more judicious period, after which a reconsideration of the arrangement would be fair to both interests.

The amount I have suggested above for the fixed annual subsidy, is, as shown, based on an assumed minimum train service of the whole, of which the Post office Department can, and, it is supposed, does avail itself. But for the protection of both parties to the contract, I propose that provision be made for payment being increased or diminished, should there at any time, be a sensible increase or diminution in the amount of service performed.

To meet such case, I would suggest that if upon the total mail mileage performed in the course of the year being summed up, it should be found that the Post Office has had the benefit of a certain amount of service, more than is equivalent to two trains, daily, each way *over the whole road*, then they should pay for such excess as "extra." In the contracts prevailing between the United States Government and Railway Companies, it is invariably provided, after specifying a certain fixed number of trains daily, that, in case of a greater number being run, the Post Office Department is to have the right of sending mails by such additional trains "without extra charge," but then the minimum number

provided for on these principle Lines—three each way in 24 hours—affords such frequency of despatch as to render it unlikely that the Department would often require to exercise the above privilege to any great extent. On the Grand Trunk, however, the minimum mileage I have taken for my starting point falls short of even two complete services daily over the whole Line, embracing, as it does, but one train daily on the two extreme sections of the road.

	MILES.
Two complete services every day in the year (leaving out Sundays)	
would give (the road being 866 miles long) a total of.....	1,084,132
The total assumed mileage is.....	975,000
Difference.....	109,132

The rule might fairly be laid down, I think, that within the above difference, or in round numbers say 110,000 excess miles annually, no extra payment shall be claimed or allowed. The converse of the rule to obtain as against the Railway Company, should there prove to be a diminution exceeding the like number of miles, upon the assumed minimum service of the year.

I do not conceive that it would be fair to apply the United States rule, giving the Post Office free use of all additional trains, rigidly to the Grand Trunk Company, because the latter, not being a great passenger highway, needs all the revenue it can draw from any source to enable it to run, without loss, the additional trains it has been the custom to put on during the three or four months of "summer travel;" and its ordinary usage to run but one such daily; a second fast despatch for mails would doubtless be of such convenience to the Post Office and the public as to be worth paying for. Therefore it is that I suggest that all mail mileage, in excess of two complete services daily, should form a distinct charge, over and above the fixed subsidy, against the Post Office Department.

The excess or diminution, as the case may be, shall be paid for with, or deducted from, the last quarterly settlement of account for each year.

The mileage of special trains, with the English mails, should not be reckoned in the "Excess Mileage Account," it being provided for as a special item in the fixed subsidy.

The rate at which excess or diminished mileage should be paid for, or deducted, ought to be a *minimum* rate, because, in the former case, it would, undoubtedly, be performed by trains that the Company will have found it to their advantage to run for other than postal purposes, and may therefore count, almost as so much gain, any addition to their revenue from sources outside of the passenger traffic. The additional trains, too, would be run at a season when working expenses are lowest—July to September, inclusive; on the other hand, the diminished service would be almost certain to be in that class of trains termed "mixed," the least valuable and the least expensive order of mail service performed by the Company.

In the statement from which I have obtained the average value of mail conveyance in the United States, I find six cents to be the lowest rate paid on any of the lines instanced, and would therefore recommend, that excess mileage over a gross annual aggregate of 1,085,000 miles run, be paid for by the Government at the rate of six cents per mile, and that deductions, at the same rate, be made from the Company's account for each mile less than 815,000 on the whole year.

The increase likely to take place in the mere weight of mail matter, is scarcely worth considering. It cannot attain, within the next seven years, to proportions that will at all compare with the quantity of matter now carried on most of the railways from which the rates I am prepared to award to the Grand Trunk, regardless of the comparatively trifling weight of mails now carried on it, are borrowed.

I find it noted in the Company's statement of their case, that, in the event of injury, to life or limb, befalling the travelling mail agents while on duty on the trains, the Company would be liable just as in the case of any ordinary passenger. That does not appear to me just, and right, I doubt not, be specially provided against in the contract by consent of the Government. In contracts between railway companies and express companies, it is usually stipulated that when the agents of the latter suffer from train accidents, there is to be no recourse against the railway company, or what amounts to the same thing, that

for any damages the injured party may in law recover as against the railway corporation, the latter has its recourse against the express company.

I would refer to one point more before closing.

It is stated by the Grand Trunk Railway Company that "Many of the Passenger Trains are run, not for the wants of the Company, but for the special benefit of the Post Office Department;" (meaning, I presume, that the daily passenger train might be dispensed with on some sections of the road, but for Postal requirements,) and that the passenger traffic might be fully accommodated by "Mixed Trains carrying freight as well as passengers." The actual cost of working the passenger and mail trains, too, is stated to be one dollar per mile run, "without including an allowance for wear and tear of road, depreciation of rolling stock, &c."

The receipts from trains carrying passengers are stated to average but seventy-five cents per mile run—and a dead loss in cash outlay of twenty-five cents per train mile, is thus shown to be sustained by the Company, through being compelled to satisfy the exigencies of the Postal service.

The average rate of receipts per mile run, above quoted (75 cents) has, I perceive been taken from the "Audit Department," "Mileage of Trains," and is "exclusive of Mails and Express." It is derived, too, from the mixed train mileage, as well as from the purely passenger train service. It is not shown how the very high rate of working cost (one dollar per mile, exclusive of wear and tear of road, &c., &c.) has been arrived at. The expense due to the mixed train mileage which forms so considerable a portion of the whole, must mainly be chargeable to freight, as I find from the same source, that the average number of cars hauled in trains of that denomination, is within a fraction of eleven of which nine, on an average, are freight cars.

Finally, it seems difficult of belief, when we look to the Railways near by us in Vermont, New Hampshire, and Northern New York, countries with resources of population and commerce, on the whole inferior to those of Canada, all running at least one express passenger train, daily, that our Grand Trunk line cannot, without incurring continuous and ruinous pecuniary loss, afford the travelling community an equal measure of accommodation, irrespective entirely of Postal considerations.

(Signed)

G. MOFFATT.

Montreal, July 1862.

GRAND TRUNK RAILWAY OF CANADA,  
Montreal, 13th August, 1862.

The document prepared by the Hon. Mr. Moffatt, and by him transmitted to Mr. Brooks, containing the views entertained by the former with respect to the amount to be paid to the Grand Trunk Railway Company for postal services may be looked upon as the first impressions of that gentleman to be discussed with Mr. Brooks, when doubtless he would have attentively and impartially considered the reasons which would have shewed him that considerable additions ought fairly to be made to his calculations.

The Government having instructed Mr. Moffatt that his duties were at an end, he was, of course, not in a position further to discuss the matter with Mr. Brooks, but having received from that gentleman documents shewing the points to a large extent relied upon by the Company, he felt that it was only fair to place Mr. Brooks in possession of the general views at which he had arrived and which he would, as stated in the early part of his paper, discuss freely before arriving at a final decision to be submitted to the Government and the Company.

It is unfortunate that those gentlemen were so suddenly stopped in the task entrusted to them, because it is fairly to be expected that if they had been allowed the few days required to compare their views to ascertain the justice of the arguments advanced on either side, and the deductions or additions which each ought fairly to make; they would probably have arrived at an unanimous decision on the question.

As, however, the action of the Government prevented that course being taken it seems to be only right that the incomplete statement of Mr. Moffatt should be calmly considered

in all its bearings as would have been the case had the arbitration and personal discussions between Mr. Moffatt and Mr. Brooks proceeded.

It may then, in the first place, be remarked upon Mr. Moffatt's paper that he summarily dismissed all reference to the past history of the connection between Canada and the Grand Trunk Railway, confining his attention simply to the question of what is the fair commercial value of the work performed by the Company to the country, and discarding all considerations of every other kind whatever.

The question of the fair payment for the services rendered will be referred to hereafter, but the Company must insist that the past history of the Grand Trunk Railway demands, on the part of the Government of Canada, the most liberal treatment of the question.

The Grand Trunk Railway, it must be repeated, was brought before the public of England, and their subscriptions asked towards its costs, as an undertaking guaranteed by the Province of Canada.

The most glowing statements were put forth by the authority of the leading statesmen of the country, confirming the assertions that the capital was practically guaranteed by Canada, and entering into elaborate calculations and promises as to the profit which would be derived from the working of the railway. This, be it borne in mind, was done for the purpose of inducing Englishmen to find the money which, by the enactments on the statute book of Canada, Canada herself was bound to provide, at the cost of the country at large, and of the municipalities through which the railway ran. By representations made upon official authority, representations which were echoed throughout the length and breadth of Canada, both in the columns of the public press, and in the halls of Parliament, without any demur as to the grave responsibility, moral and equitable, which Canada was thus assuming. Canada induced English capitalists to find that money which the country itself by its Acts of Parliament had undertaken to find, and it can hardly be seriously urged that the Province, which has reaped such vast benefits from the outlay connected with the building of the Grand Trunk Railway, should now seek, in defiance of every pledge and promise, to avoid all responsibility for the official statements by which third parties were induced to subscribe their money.

But leaving this part of the question, which has already been fully referred to in the printed paper which will accompany this document, let us review the arguments and reasoning by which Mr. Moffatt arrives at a provisional result, giving the Grand Trunk Railway Company only \$145.63 per mile of railway for the carriage of mails. Mr. Moffatt has based his calculations as upon a question purely commercial in its nature, and on that ground we will now proceed to discuss it.

Mr. Moffatt's views are arrived at after an investigation as to the rate paid by the United States Government to nine railways in that country. Of those nine railways, six at least are amongst the most productive passenger railways on the Continent of America. Their passenger traffic is indeed so large that they are compelled to run many trains in each twenty-four hours, and the Post Office Department of the United States is thus enabled to get its work performed with the greatest possible despatch and frequency, and to award those railways only very small remuneration, on the ground that the train service is required for other purposes, which purposes are of a highly remunerative character to the companies.

The comparison, therefore, between those railways and the Grand Trunk is exceedingly unfair, for it is a matter of fact, proved by the statistics of the Company itself, that the passenger traffic on the Grand Trunk Railway is of so meagre a description that it does not yield more in the gross than three-fourths of the bare cost of working the trains by which the passengers are carried. Fairness and justice would therefore seem to demand that the rate to be paid by the Post Office Department of Canada, for the carriage of mails by the Grand Trunk Railway, should not be forced down to the small sums which certain railways in the United States agree to accept, because the other business upon their trains is of so highly remunerative a character.

It must also be borne in mind that the number of railways in the United States competing with each other for the same business, is so great that the Post Office Department has been enabled to make its own terms with the railways for carrying the mails, without any regard to the actual value of the service rendered.

The different railways mentioned in Mr. Moffatt's list are many of them in direct competition with each other.

The Hudson River and New York Central, the first two on Mr. Moffatt's list, run in direct competition with the New York and Erie, which he places in the third place; the two first running from New York through Albany to Buffalo, are about the same length as the third, which runs from New York to Dunkirk.

They compete for the same business, and they carry the same class of mails, in further competition with the two main trunk lines of railway extending from the seaboard to the West, viz., the Pennsylvania Central and the Baltimore and Ohio lines. The lines from New York to Buffalo and Dunkirk, although competing with each other, and with the two other lines above mentioned, receive something more than \$200 per mile per annum each. The President of the New York and Erie states that they run over their line but one passenger train each way daily, upon which is carried "a combined baggage and mail car, the apartments of the latter occupying about one-third of the car, and in which the Government Mail Agent assort and distributes the mails." If the New York and Erie Railway Company run any additional passenger trains, mail bags are carried in the ordinary baggage cars, "and the Train Baggage Master receives compensation from the Government for taking charge of them."

The cost, therefore, to the Government of the United States for the carriage of mails on the New York and Erie Railway exceeds the sum of \$200 per mile, which is the amount shown in the schedule accompanying Mr. Moffatt's statement.

The President of the New York and Erie Railway Company further states, "We do not perform the service under a written contract; we do not consider the compensation remunerative, and have advised the Department to that effect—it should be at least one-third more than we are receiving."

It will be observed, therefore, that the New York and Erie Railway Company, who are put down in Mr. Moffatt's schedule as receiving only 9½ cents per mile,—which is lower than the amount upon either the Hudson River or New York Central—complain that they are not sufficiently paid for the service they render; and it further appears that the service they actually perform is the running of one daily distributing car each way over their line, and the carriage of bags in the ordinary baggage car upon any other trains that are run, the Government paying for such services special compensation to the baggagemen on the trains.

The same general remarks apply to the services rendered by the other railways mentioned in Mr. Moffatt's schedule, it having been thought only necessary in this statement to quote the facts in regard to one of them.

It must be further borne in mind that the services rendered by the Grand Trunk Railway Company to the Post Office Department of Canada, as will be seen on reference to page 20 of the printed document accompanying this paper, very largely exceeds that rendered by the New York and Erie, and the other Companies.

The Company quite agree with the doctrine set out in Mr. Moffatt's paper, that the question of compensation is not to be governed by the weight of mail matter carried, but rather by the extent of accommodation afforded, and by the proportion of space specially appropriated to the Post Office service on the trains.

The portion of each baggage car appropriated to Post Office services on the Grand Trunk Railway will, it will be seen by reference to page 19 of the printed paper herewith, average something more than one-third of the car, which is rather more than the space occupied on the trains of the New York and Erie, and other Companies, by the Post Office Department.

A reference to page 20 of the accompanying printed paper will show that, upon a large proportion of the Grand Trunk Railway, the mails are carried in Post Office Cars oftener than once a day each way, and that the proportion of mail service performed, in these distributing cars and in the ordinary baggage cars, is very much greater in favor of the former, than upon any of the Railways in the United States referred to by Mr. Moffatt.

The statement referred to will show that, whilst the mails are carried upon the Grand Trunk Railway in trains running 20,334 miles a week, only 4,098 of those mails are car-

ried in trains without a distributing car, whilst 16, 236 miles have a distributing Post Office Car attached to the trains.

It may be safely stated, without fear of contradiction, that the amount of service rendered to the Post Office Department on the Grand Trunk Railway, is absolutely greater than upon and other Railway on the Continent of America.

Page 19 of the printed statement will shew that upon the Grand Trunk line there are at this moment 36 cars, rather more than one-third of the space of each being specially devoted to Post office services.

These cars have cost the Company not less than £20,000 sterling, and there is no other railway on the continent which, in proportion to its length, has been put to so much expense by the Post Office Department, and which has at this moment so many cars specially devoted to their service. The same general remarks which have been made in reference to the Hudson River, New York Central, and New York and Erie Railways, will apply to all the other lines mentioned in Mr. Moffatt's schedule.

The three first mentioned have been selected because they comprise three of the most important Railways in the United States, and they justly stand at the head of Mr. Moffatt's schedule. It is necessary again to say that the rate of compensation awarded these lines by the Government of the United States, is greatly affected by the fact that there are four main trunk Railways between the Atlantic seaboard and the great West, competing for the same business, and therefore the Department has been enabled to force each of the competing lines to do the work upon much lower terms than would be the case if such competition did not exist.

The aggregate payment made by the United States Government for the carriage of mails between the seaboard and the West, is, it will be seen upon reference to page 15 of the printed paper herewith, \$850 per mile, and that in point of fact the service rendered by the Grand Trunk Railway to the Province of Canada is equivalent to the combined service rendered to the United States by the four leading railways who are paid the aggregate sum for the mail service of \$850 per mile, whilst at the same time it has been shown that the amount of service actually rendered by each of the four competing lines, is actually less than that rendered to Canada by the Grand Trunk Railway.

It must also be noted that at page 17 of the printed document herewith, it will be found that the average payment made by the United States Government to the leading line, of Railway in the United States, aggregating 6,612 miles of Railway, exceeds the rate of 200 per mile of railway, whilst upon each of these lines only one Post office car is carried each way daily.

It will be seen that the list here referred to comprises the principal Railways in each of the most important States in the Union, and upon most of which, unlike the Grand Trunk Railway, there exists a large and remunerative passenger traffic.

It is submitted, that in Mr. Moffatt's paper, proper weight is not given to the great severity of the climate of Canada, and to the consequently largely increased price at which the Post Office service is performed.

During the last winter it has been ascertained that no less than 4,461 rails, equal to 10 miles of continuous Railway, were broken upon the Grand Trunk line. This is due almost entirely to the extraordinary severity of the climate. It is an expenditure which is not forced upon any other line on the continent of America, because there is no other line on that continent which, for so great a distance, runs through so northerly a part of the country.

For the same reasons the falls of snow upon the Grand Trunk line, are both more severe individually, and much more numerous in the aggregate than upon any other part of the continent where railways run.

The expense of working the Grand Trunk Railway is, therefore, very largely in excess of the cost of working any other railway on the Continent, and for that reason; and seeing that so small a portion of its receipts are derived from passenger traffic, it is entitled to a higher rate of pay than even the average awarded to the leading lines in the United States, which has been shown to be upwards of \$200 per mile.

There is another very important omission which Mr. Moffatt has made in his statement, and that is the great cost of the Victoria Bridge.

The construction of that bridge has afforded, during every season of the year, an uninterrupted communication between the eastern and western portions of Canada. It also connects Canada itself with all parts of the United States, and the facilities which it affords to the postal service can not be over-rated.

It has been shown, at pages 15 and 16 of the printed document herewith, that a similar structure, although of considerably less magnitude and cost, in England was considered by the Government of Great Britain to justify the Post Office Department there in paying to the Railway Company a sum of no less than £20,000 sterling a-year; in consideration of the exceptional character of the work.

The Menai Bridge, on the Chester and Holyhead Railway, cost less than £1,000,000 sterling, and is not much more than half the length of the Victoria Bridge, which cost upwards £1,500,000 sterling.

If it was fair and reasonable, and in the opinion of the British Government only, an act of justice to pay the Chester and Holyhead Railway Company about £20,000 sterling a year for the facilities afforded to the Postal Service by the Menai Bridge, it can hardly be deemed unreasonable to ask that the Government of Canada should make a liberal addition to the fair value, otherwise rendered on the Grand Trunk Railway on Post Office account.

A fair allowance on this account will show, in addition to the other reasons which have been advanced, that the sum named by Mr. Brooks (printed at page 21 of the printed document herewith) must be considered, as under all the circumstances, inadequate fairly to compensate the Grand Trunk Railway Company for the service it renders to the Post Office Department.

Mr. Moffat's arguments have all been drawn from the experience of the United States, and he appears to have entirely ignored all the evidence laid before him as to the amounts paid in England and Ireland. It may, perhaps, be argued with some degree of apparent fairness that the rates paid in England should not be made to apply to a Railway in Canada, although it can hardly be seen why that should be so, when it is borne in mind that the passenger traffic on English Railways forms so large a portion of their receipts, and ought therefore to reduce the amount paid for the carriage of mails by passenger trains.

In Ireland, however, the same course of reasoning does not apply, because there the population is far less than in England, and the amount of passenger traffic is necessarily considerably less.

It will be found, on referring to pages 13 and 15 of the printed document herewith, that the rates paid to Irish Railways are considerably in excess of those paid upon English Lines, the reason it may fairly be presumed being on account of the comparatively small amount of passenger traffic by the trains carrying the mails; and it will further be seen that the rate awarded the Irish Lines, where the population is certainly denser than it is in Canada, and the passenger traffic unquestionably larger, would if applied to the mileage of trains carrying mails on the Grand Trunk Railway, yield not less than \$760 per mile of Railway, and this without taking into account anything for the exceptional cost of the Victoria Bridge, and the extraordinary severity of the climate of Canada, with the serious effect upon the cost of working Railways in that country.

The present arrangement of the train service on the Grand Trunk Railway, fixed mainly with a view to Post Office requirements, affords daily for nearly the entire length of the line a continuous service; such a service necessarily involves running over some portions of the line during the night. It may be set down as a fact, upon which there can be no dispute, that the commercial working of the Grand Trunk Railway requires that no night trains should be run, involving as they do, greatly increased risk, and being worked at an increased expense over day trains of not less than 25 per cent.

The true and only policy of the Grand Trunk Company will, therefore, be certainly at any rate during five or six months of the year, to run one train each way daily between Quebec and Montreal, another between Montreal and Kingston, another between Kingston and Toronto, and another between Toronto, Sarnia and London.

Such an arrangement of trains where so little long through traffic exists, would fully accommodate the local wants of the travelling public by affording daily ingress and egress to and from all the commercial centres of trade, and would probably place the passenger train service of the railway upon a basis which would enable it to pay its way.

The experience of the last few years has shown that greater service than this is not only not demanded by the travelling public but can only be provided at a loss, and it will unquestionably, therefore, be the duty of the Company, viewing the question solely in a commercial light, to make their arrangements, during the coming winter, of the character here described.

In concluding this paper there is one important remark to make upon Mr. Moffatt's statement which has been purposely reserved for the last.

It has been shown that the New York and Erie, and other Railway Companies, set out in Mr. Moffatt's Schedule, receive a sum of \$200 per mile for the carriage each way daily of a distributing car, and that when they run other trains besides that one they carry in the Baggage Car Post Office bags for which the Government make special payments to the train baggagemen.

If the New York and Erie and other Companies were to run nothing more than the one train carrying the distributing Post Office Car, they would receive no more and no less than \$200 per mile, that payment being, in fact, the amount paid by the Post Office Department for the carriage of the distributing mail cars once each way daily.

The length of the New York and Erie Railway is 460 miles. One train each way daily, carrying a distributing car, gives a gross mileage during the year of 287,040 miles.

The amount paid for that service to the New York and Erie Railway Company is \$200 per mile, for 460 miles—equal to \$92,000 a year, which sum divided by the mileage of trains carrying the distributing car, gives a rate per mile of a trifle over 32 cents.

A reference to page 20 of the printed documents herewith, will show that on the Grand Trunk Railway, Post Office distributing cars are carried on trains running an aggregate mileage of 16,236 miles per week, which is equal to a gross yearly mileage of 844,272 miles, which multiplied by 32 cents, the rate per mile really paid to the New York and Erie Railway Company by the United States Government, for the carriage of distributing cars, would amount to the sum of \$270,167, or at the rate of about \$310 per mile per annum. That, taking the basis of the Railways set out in Mr. Moffatt's schedule, attached to his memorandum, as the fair value of the service rendered by the Grand Trunk Railway Company to the Province of Canada, to which in common fairness ought to be added a fair equivalent for the greater severity of the climate of Canada, and the large exceptional cost of the Victoria Bridge, across the St. Lawrence, at Montreal.

Mr. Moffatt, it will be seen erroneously, dilutes his statement by counting in the mileage of trains carrying bags in the baggage car, for which the Government of the United States make a special payment to the baggage men on the train.

The calculation, as it has now been corrected, proves the correctness of the statement previously made in this paper, that the amount, stated in Mr. Brook's letter, dated 30th July, 1862, would be an inadequate payment for the services rendered by the Grand Trunk Railway of Canada to the country, in the carriage of mails.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,

Managing Director's Office,

Toronto, August 14th, 1862.

MY DEAR SIR—Mr. Moffatt has I presume sent you his statement of the Post office case, which if the arbitration had not been stopped he would have discussed with Mr. Brooks, and doubtless arrived with him at a point which they could have jointly agreed upon to award. Mr. Moffatt having furnished Mr. Brooks with copies of the statements I am of course now in possession of them, and as you and several of your colleagues have expressed to me a strong desire to have copies of the papers laid before Mr. Moffatt by Mr. Brooks, I now enclose you a printed copy of the most important documents. If you desire it you can have copies of all the papers referred to in Mr. Brooks' letter to me of the 30th July 1862.

As Mr. Moffatt's paper sets out by stating that he puts his views forward for the purpose of discussing them with Mr. Brooks, when they could consider any points of difference between them, I have felt it to be right to prepare a memorandum upon the points set forth in Mr. Moffatt's paper. If the arbitration had gone on, Mr. Brooks would of course have discussed the whole question with Mr. Moffatt, but the latter felt himself precluded from going further into the matter, or attempting to complete his unfinished labors.

I now however enclose, with the printed paper already referred to, the paper I have drawn up, pointing out the errors and omissions made in Mr. Moffatt's preliminary statement.

I am, my dear sir,  
Yours very truly,  
(Signed)

C. J. BRYDGES.

Hon. J. S. Macdonald, &c, &c., &c., Quebec.

(Copy.)

POST OFFICE DEPARTMENT,  
Quebec, 19th August, 1862.

SIR,—I have the honor, by direction of the Post Master General, to enclose herewith a cheque for \$800 in payment of your expenses as arbitrator in the matter of the claim of the Grand Trunk Railway Company for payment for mail service. Will you be so good as to sign and return the accompanying voucher.

(Signed) WM. WHITE:

The Hon. Geo. Moffatt, &c., &c., &c.,  
Montreal.

(Copy.)

Montreal, 20th August, 1862.

SIR,—I have the honor to acknowledge the receipt of Mr. White's letter of the 19th instant, enclosing a cheque for eight hundred dollars in liquidation of my account as arbitrator in the matter of the Grand Trunk Railway Company's claim for Postal service, and I return, with my signature, the voucher required for the same.

I have the honor to be sir,  
Your obd't. servant,  
(Signed)

G. MOFFATT.

The Honble. the Postmaster General,  
Quebec.

(Copy.)

Quebec, August 23rd, 1862.

SIR,—I am directed by the Governor General to enclose a memorial from the Shareholders and Bondholders of the Grand Trunk Railway Company, and to request that you will without delay, bring it before the Executive Council.

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

(Signed) DENIS GODLEY,  
Governor's Secretary.

The Hon. A. A. Dorion, &c., &c., &c.,  
Provincial Secretary.

(Copy.)

TO THE RIGHT HONORABLE THE GOVERNOR GENERAL OF CANADA, IN COUNCIL.

The Memorial of the Grand Trunk Railway Company of Canada

SHEWETH—

That at a meeting of the Shareholders and Bondholders in the said Company, held in London yesterday, the 8th day of August, 1862, it was resolved as follows:—

That this meeting deeply regrets to learn that the Postal arbitration proposed by the late and acted upon by the present Government of Canada has, notwithstanding, been recently rescinded by the Governor General in Council; and regarding this act as tending to destroy confidence in the official acts of the Province, this meeting directs the Board to memorialize the Governor General in Council on the subject, not doubting that a measure of such impolicy and injustice will be recalled.

That your memorialists respectfully refer the Governor General in Council to the communication addressed to the Provincial Secretary, signed by the President and Managing Directors of this Company, and dated 21st July, 1862.

That on the faith of the settlement by arbitration of the Postal remuneration payable to the Company for a period of years, and of the promise of legislation in favor of the Grand Trunk Railway Company, the Grand Trunk Railway was kept open during the perilous events of the past winter.

That in the same faith the bond and shareholders of the Company agreed to large concessions, and the creditors submitted to a composition of their claims, with a view to the restoration of the credit of the concern.

That thus a total money interest of about £15,000,000 sterling has been affected in all its relations by the accepted proposals of the Governor General in Council, now proposed to be revoked.

That a great majority of the persons interested are resident in England, and rely for the protection of their property upon the good faith and honor of the Canadian Government.

That these persons never could have anticipated that, after an interval of nearly 11 months, in which a Session of the Canadian Parliament has been held, and during which the question of the Grand Trunk Railway has been in constant discussion, a solemn proposal, made, accepted and acted upon in reference to such enormous interests, would be revoked without notice or justification.

That the plea that the reference of the question to arbitration is illegal, even if well founded, cannot suffice under the circumstances of this case, for the Governor General in Council can adopt and order to be paid to the company the amount which the calculations of the arbitrators should show to be true.

That as no individual can, according to the admitted legal maxim, "take advantage of his own wrong," it is respectfully urged that still less ought a Government, representing the honor and good faith of a great country to make use of, at best, a technicality of law to overturn the settlement of an admitted injustice in a mode which must be regarded as just and equitable both towards the company and the Province, the more especially as, in this case, the existing Government have proceeded to the completion of the Court of Arbitration itself and have acted in the enquiry.

Your memorialists, therefore, respectfully pray that the arrangements for arbitration may be forthwith carried out in good faith in accordance with the Order in Council of 2nd October, 1861.

(Signed,)

THOMAS BARING,  
Chairman of the London Directors and of the  
special meeting held on 8th inst.

Signed on behalf of self and colleagues,

JOHN M. GRANT,  
Sec. Grand Trunk Railway of Canada.

(Copy.)

POST-OFFICE DEPARTMENT,  
28th August, 1862.

MY DEAR SIR,—The Postmaster General learns that you have notified our Inspector at Montreal of an intention to withdraw, from Monday next, the train which now runs between Montreal and Quebec in connection with the mail train between Montreal and the West, and thenceforth to run only the Express afternoon train between this City and Montreal.

A very regrettable consequence of this change will be that the mails from the West for the Seat of Government, will lie over at Montreal from 11 p.m. of one day until the afternoon of the next, and the Postmaster General, assuming that you desire in your train arrangement to include the convenience of the Post Office service, so far as circumstances will permit, desires me to suggest to you, that if you run but one train between Montreal and Quebec, (and that a fast one,) it would suit the mails infinitely better than the afternoon arrangement, avoid the ill-looking delay I mention, and I should think, meet the traffic and travel of your line equally well, if you could run it in the morning instead of the afternoon; this train now runs through in some 6 hours, and if it came through in the morning, within 7 hours, might still arrive by 2 o'clock, and in coming down connect at Richmond with morning train from Island Pond.

If I might venture an opinion on a point, that of course you have fully sounded the depths of, I should imagine that a morning train to run between the cities, would bring you more travel than the afternoon, in which you find yourself brought disadvantageously for your interest in direct competition with the steam boats.

Will you be so good as to telegraph me to-morrow, whether you can accede to the Postmaster General's suggestion.

(Signed,)

W. H. GRIFFIN,  
Deputy Postmaster General.

POST OFFICE DEPARTMENT,  
30th August, 1862.

SIR,—The Post Office Inspector at Montreal, reports to the Postmaster General, that he has been notified by the Assistant Manager of the Grand Trunk Railway, that the existing arrangement of the trains between Montreal and Quebec will be altered, on and after Monday next, and that under the change contemplated, the mails from the West, for the Seat of Government, arriving at the Montreal station every night, at 11 o'clock, will necessarily lie over there until late in the afternoon of the following day, and I am directed by the Postmaster General to say to you, that he earnestly protests against an arrangement which is to operate so prejudicially on the correspondence of this country.

(Signed,)

W. WHITE,  
Secretary.

C. J. Brydges, Esq.,  
Managing Director,  
Grand Trunk Railway.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
Quebec, 8th September, 1862.

The Honorable M. H. Foley,  
Postmaster-General.

SIR,—The Managing Director of the Grand Trunk Railway Company, Mr. Brydges, has handed to me Mr. White's letter of the 30th ultimo, in which Mr. White states that he is directed by the Postmaster General earnestly to protest against the alteration of the

trains between Montreal and Quebec, which commenced on Monday last, as operating prejudicially on the correspondence of the country.

I lose no time in stating, in reply, that the train service in question was discontinued because it was not justified by the existing amount of the passenger traffic of the country.

It is notorious that the Company have for a very long period been running a far larger number of quick trains than they ought to have done, and solely from a desire to serve the Postal interests of the community; and it is matter of regret that, in doing so, they have not met with the consideration that they had a right to expect from the Canadian Government, and they are now compelled to consider the commercial interests of the Company, which will necessitate further and considerable retrenchments.

My letter to the Postmaster General of the 9th March last, and Mr. Brydges's letter of the 26th April last, and to which I beg attention, state fully the position of the Postal Service, and convey an earnest desire to co-operate with the Department over which you now preside, in every way in the power of the Company. That Department, however, has hitherto not thought proper to notice these overtures, and on this and on every other account I must respectfully protest against any blame of any kind; as regards the Postal Service, attaching to the Company.

To remove, however, any possibility of damage to the revenue of the Postal Department, I beg now to state that the Company are perfectly ready to run special trains for the conveyance of mails between Montreal and Québec at any hour which you choose to select; and will be satisfied to receive for such trains the same sum per mile run as the Postal Department have heretofore habitually paid for special trains to the other Railway Company having a station at Montreal; or, the Grand Trunk Company will accept as a payment on account, and pending the settlement of the larger question now at issue, the bare working cost of running such trains; such cost to be, of course, regularly paid.

Mr. Brydges will come down to Québec to-morrow, and will hold himself at your disposal to make all the needful arrangements, and to carry out your wishes on the subject.

Will you, now, permit me respectfully to call your attention to the absence of proper instructions from your Department as to the nature, extent and detail of the Postal Service now required; and to the necessity of the transmission without delay of the usual formal and complete requisition detailing the services demanded; and also to the withholding of all payments on account of the work performed?

I am quite sure that it is not your wish that the existing irregularity should continue, and if by Monday next we could be favored with the requisition of the Postal Department, it might prevent further misconception as to the services which, were the Company disposed to act strictly might, in the absence of orders or payment, be considered as at present optional on their part.

May I further beg your intercession with the Assistant Postmaster, Mr. Griffin, in reference to the letters which the late Manager of the Company, Mr. Shanly, has from time to time addressed to him requesting payment for service rendered over the American portion of our line, terminating at Portland, and as to which Mr. Shanly reported his inability to obtain an answer?

I have, &c.,  
(Signed,)

EDWARD WATKIN,  
Superintending Commissioner.

[Copy.]

GRAND TRUNK RAILWAY OF CANADA.  
Québec, 9th September, 1862.

The Honorable A. A. Dorion,  
Provincial Secretary,  
&c, &c., &c.

Sir,—On behalf of the Bond and Shareholders of the Grand Trunk Company, I beg, through you, very respectfully to call the attention of His Excellency the Governor General in Council to the letter of the Canadian Directors of the Grand Trunk Railway Company,

dated 21st July, 1862, and to the Memorial dated August 8th, 1862, transmitted from England by the instruction of a large and influential meeting, held in the City of London on the 8th August, 1862, hitherto left without reply.

It is now my duty to press for an answer, which I hope may not be unfavorable, to the representations respectfully urged in these documents.

I have, &c.,  
(Signed,)

EDWARD WATKIN,  
Sup. Commissioner.

[Copy.]

PROVINCIAL SECRETARY'S OFFICE,  
Quebec, 9th September, 1862.

E. Watkin, Esquire,  
Superintending Commissioner,  
Grand Trunk Railway Co., Quebec.

SIR,—I have the honor to acknowledge the receipt of your letter of the 9th instant, urging a decision upon the representations contained in the letter of the Canadian Directors of the Grand Trunk Railway Company, dated 21st July, 1862, and in the Memorial dated August 8th, 1862, transmitted from England by the instruction of a large and influential meeting held in the City of London on the 8th August, 1862, and to inform you that the same has been transferred to the Postmaster General in connection with the above mentioned documents already in his possession.

I have, &c.,  
(Signed,)

E. PARENT,  
Assistant Secretary.

POST OFFICE DEPARTMENT,  
15th September, 1862.

SIR,—Some observations contained in a letter, recently received from Mr. Watkin, induce the Postmaster General to desire to communicate with you on the following points :

It seems very essential to the proper transmission and circulation of the correspondence of the Province throughout the large section of country of which the mail transport is controlled by the Grand Trunk Road, that at least one through and continuous mail should pass along the line every twenty-four hours, between Toronto and Quebec. Further, that the postal convenience of the public would be greatly served by the opportunity of forwarding a second mail daily between Montreal and Toronto, and west of Toronto, where a more active local correspondence exists than in the section east of Montreal.

The Postmaster General would, therefore, be glad to hear from you what price you would, on behalf of the Grand Trunk, ask for the conveyance of mails by your trains, on either of the three following schedules of service respectively, namely :—

First—Under a schedule limited to a single service every 24 hours, (exclusive of Sunday) leaving either end of the line at such hours as might be required by the Post Offices, stopping at all way stations to exchange mails, and running through without break or delay at any intermediate point, save for the time necessary at certain points for the safe working of the trains, (excluding, as regards continuity of connection, the Quebec and River du Loup section).

Second—Under a schedule comprising, in addition to the service described in No. 1, a second daily service on the sections between Montreal and Brockville, between Cobourg and Toronto, and between Toronto and Stratford.

Third—Under a schedule giving, in addition to No. 1, a second daily and continuous service between Stratford and Quebec.

The Postmaster General, while fully aware of the duty which attaches to the Government exclusively, under the existing statutes of determining the value of such services, would, nevertheless, be glad to have the estimate which, from your point of view, you would

be disposed to attach to them, and he would like, if you conveniently can, that you should favor him with your reasons in detail for assessing the price which you are of opinion should be paid under each of the above schedules respectively.

(Signed,)

WM. WHITE.

C. J. Brydges, Esq.,  
Grand Trunk Railway,  
Montreal.

POST OFFICE DEPARTMENT,  
16th September, 1862.

SIR,—Referring to the remonstrance addressed to you by the Postmaster General on the 28th ultimo, against the daily detention of the western mails, at the Montreal station, on their way to the seat of Government, which has been suffered since the 3rd instant, I am directed by the Postmaster General to observe, that he views this dislocation of the trains, on which he is obliged to rely for the conveyance of these important mails, as a contravention of the implied contract under which the mails are, by Statutory provisions, carried by the Grand Trunk.

It cannot be right or in accordance with the intention of the Statute, that a railway having the mails in its charge under conveyance between two cities on its line, embracing the most important mail route in the Province, should, notwithstanding the Postmaster General's representations and remonstrances, undertake to break up the arrangements for their transmission, and detain these mails daily at an intermediate station, for no less than 17 hours.

The Postmaster General directs me to call upon you to provide continuous conveyance for the mails on the Grand Trunk Line between Toronto and Quebec, so that the railway mails from either city may be carried through and delivered at Quebec and Toronto respectively, without detention at any intermediate point, other than the necessary stoppages for exchange of mails, and ordinary purposes at the way stations.

(Signed,)

WM. WHITE.  
Secretary.

C. J. Brydges, Esq.,  
Grand Trunk Railway,  
Montreal.

[Copy.]

GRAND TRUNK RAILWAY OF CANADA.

MANAGING DIRECTOR'S OFFICE,  
Montreal, September 22nd, 1862.

SIR,—In reference to your favors of the 15th and 16th September, which I have now the honor to acknowledge, I beg to say that I have consulted the Superintending Commissioner and my other colleagues on the important questions at issue, and they are most anxious to see every ground of difference between the Government and the Company amicably removed, to which end they are ready to make considerable sacrifices.

We are advised by eminent Canadian legal authorities that it is perfectly legal for the Governor in Council to call in arbitrators to calculate the just and proper amount due or payable as between the Government and the railway company for postal services rendered. We still hope, therefore, that the postal arbitration between the Government and the Grand Trunk company, proposed to the latter last year, and distinctly recognized and acted upon both by the late and by the present Government, and by your own department, may yet be carried out in its integrity.

We repeat our request for a fair and just arbitration.

The Grand Trunk company challenge the most complete investigation, each party having the fullest opportunities of giving evidence upon oath, and of testing that offered

by the other side, but the Company protests against any ex-parte decision on so momentous a question, based as such decisions have hitherto been, upon what the company are prepared to show to be totally unfounded evidence.

It cannot however be contended that the Grand Trunk company are bound to conduct the railway postal service, from which so large a portion of the revenue of your department is derived, for an inadequate payment, still less that they can be compelled to carry it on without, as at present, any payment at all.

Neither can the company be held liable to perform any service for the Post Office department in the absence of any orders or directions or intimations as to the amount and nature of the service which the postal department requires.

In the absence, as at present, of any Orders from the Governor General in Council to carry on any service whatever, the Company run the Postal Trains out of deference to the Postal wants of the Province.

To contend that any "implied contract" exists is, I respectfully submit, to ignore the fact that the Government have put an end to all contracts; and even to the contract for arbitration, which the Government itself proposed.

However, and still pressing for the performance of the obligations which the protests of the Company have set forth, and still reserving the rights and claims of the Company, I am authorized to say, without prejudice, that, following the evidence contained in the paper prepared by your own arbitrator, the Company are inadequate, as they consider the amount, prepared to say that the evidence, properly corrected by the distinct proof which they are ready to give upon it, through me showing that \$300 per mile of Grand Trunk line in Canada is a very moderate sum for the service suggested by Messrs. Moffatt & Brooks, in their joint letter of the 23rd May last, which your Department considered and replied to—they are prepared to accept that sum for that amount of service.

I beg further to say that I am fully authorized, always reserving the protests and rights of the Company, to discuss and dispose of any details in reference to the amount of the service, or as to its remuneration; in the hope that a just solution may be arrived at without delay, as promised by the Government and by yourself.

In the meantime and pending the discussion, I am to continue the postal service as now enlarged, notwithstanding that it is being carried on without any requisition from your department, and at a serious daily loss to the Company.

I have to add that the service proposed in Messrs. Moffatt & Brookes' letter of the 23rd May, 1862, would necessitate the running of a train over a portion of the line *during the night*, which could only be done at a heavy extra cost, and which at certain seasons of the year, would be almost impossible without special cost and arrangements.

It is not possible to give you specific replies to the enquiries made in your letter of the 15th instant, as you do not specify the hours at which the trains would run, or their speed or stopping places, or how far they would work in with the general traffic purposes of the Company, and no information is afforded as to what extent of night trains would be required.

There can however be no difficulty in giving full information upon all points if the necessary data are supplied.

I have, &c.,  
(Signed,)

C. J. BRYDGES,  
Managing Director.

POST OFFICE DEPARTMENT,  
23rd September, 1862.

SIR,—I am directed by the Postmaster General to acknowledge and thank you for your letter acquainting him that you have directed that from Monday, the 22nd instant, the western mails shall be again brought through to Quebec, without the detention at Montreal, suffered during the last few weeks; but I am to add that the Postmaster General does not acquiesce in your views with respect to postal service, nor to your demands as regards price, and that the question of remuneration must remain an open one.

C. J. Brydges, Esq.,  
Managing Director,  
Grand Trunk Railway.

(Signed,) WM. WHITE.

## GRAND TRUNK RAILWAY OF CANADA.

MANAGING DIRECTOR'S OFFICE,

Quebec, 17th October, 1862,

MY DEAR SIR,—I have to thank you for your note of this morning, stating that you will be ready to report to the Council in the matter of the postal payment at the latest on Monday next.

I need hardly repeat what I have already said, that I trust no final decision will be come to without a full opportunity of discussing whatever views may be entertained by the Government.

I am not aware that I need trouble you with any lengthened remarks now, after the full discussion we had when I met you at your office on Wednesday last, beyond repeating my readiness to afford you every possible information that you may require.

One point however occurs to me, from your reading of the report of Mr. Sidney Smith, on which the rate of \$70.00 a mile was fixed by Order in Council.

If I recollect rightly, the paragraph was to the effect, that if the ordinary freight rates charged upon the Grand Trunk Railway were charged for the space occupied by the Post Office department of a car it would yield some \$20 or \$30 a mile.

I am quite at a loss to understand upon what principle it can be argued, that Post Office matter, carried at a speed of 30 miles an hour by passenger trains, has to do with charges made for the coarsest description of freight, carried in large quantities by slow trains, specially devoted to that purpose, still less when the assumed calculation itself is entirely erroneous.

If it is wished to make any comparison, the only fair one would be to ascertain what the receipts from passengers would be in the space in a passenger train, which is specially set apart for Post Office purposes.

One-third of the car is, as you are aware, appropriated for Postal service, and whether you carry in that one letter or 10,000 is really a matter of no consequence to us, because the space is appropriated for you, no matter what you do with it.

One-third of an ordinary car accommodates 20 persons, and if that space were devoted to passenger purposes, instead of to yours, it would produce to us, between Montreal and Toronto a sum of \$125,200 per annum, at the ordinary rates of fare, which for that distance is equal to \$373 per mile of Railway per annum.

We should in fact, if such basis is to be taken in regulating the payment to us, be allowed what the whole car would earn us, which would increase by three times the sum I have mentioned, for the reason that the large space in one car, which is set apart for your service, obliges us to run an additional one beyond what we should run if you did not require the third part of a car; the remaining two-thirds not being sufficient for our other wants in our ordinary trains. On this principle, therefore, we are really entitled to somewhat over \$1900 a mile per annum for the carriage of the mails.

The figures may appear to you somewhat high, but in my judgment they have far more foundation to rest upon than the absurdly low figures mentioned by your predecessor in office.

I am, Sir,

Yours faithfully,

(Signed)

C. J. BRYDGES.

Hon. M. H. Foley,  
Postmaster General.

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 (Co. y.)

INSPECTOR GENERAL'S OFFICE,  
Quebec, 22nd Oct., 1862.

SIR,—For the information of the Honorable the Postmaster General, I beg to inform you that a Warrant issued in favor of the Postmaster General, on account of mail service to the Grand Trunk Railway, on 23rd March, 1860, for \$73,000, and in compliance with Order in Council of 24th December, 1860, to pay to the Receiver General the arrears due to the Grand Trunk Railway Company, for mail service to the 31st December, 1860, to be

placed to the credit of the interest account of such Railway with the Province, another warrant for \$113,144.89 was issued in favor of the Postmaster General. Herewith, you have a statement of the amounts received on account of the Grand Trunk Railway, amounting to \$197,595.60, of which, \$132,462.27 was placed at the credit of the Grand Trunk Railway Company, on account of advances, &c, the balance to the credit of the Railway Inspection Fund.

All accounts for Postal Service by the Grand Trunk Railway are kept in the Postmaster General's Department, and the particulars do not appear in the books of this Department.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

WILLIAM DICKINSON.

Acting Deputy Inspector General.

Hon. W. P. Howland,  
&c., &c., &c.

Statement of the amounts received on account of the Grand Trunk Railway Company, through the Post Office Department, on account of the undermentioned services, viz :—

1859.					
Dec. 31..	By	amount received on account of advance by Government, to Grand Trunk Railway Company .....			\$ 18,000 00
1861.					
Jan. 26..	By	do do of Loan by Financial Agents, London, £23,248 13s. 9d. stg.....			113,144 89
1862.					
Jan. 30..	By	do do £10,544 13s 4d. stg .....			51,317 38
" "...	By	do on account of Railroad Inspection, for years, 1859, 1860, 1861 .....			15,193 38
					\$197,595 60

(Signed,)

WM. DICKINSON,

Acting Deputy Inspector General.

Inspector General's Office,  
Quebec, 21st October, 1862.

## REPORT TO THE HONORABLE THE EXECUTIVE COUNCIL, ON THE SUBJECT OF RAILWAY POSTAL SERVICE.

POST OFFICE DEPARTMENT,

Quebec, October 29, 1862.

With reference to the disputed claims of the Grand Trunk Railway Company on the Post Office Department, and its repeated applications, as well for a settlement for past, as for a definite understanding respecting the remuneration to be paid for future postal service, the undersigned has the honor to submit, for the consideration of His Excellency the Governor General in Council, as follows :

It may be convenient at the outset to free the question from many embarrassing considerations which have arisen out of the circumstances under which the Company was formed. Past communication between the Department and the Company has been greatly complicated by claims preferred by the latter, on grounds of a purely political character. References are constantly made to promises published in the original prospectus issued by the promoters of the undertaking, and to the nature and scope of various arrangements sub-

sequently entered into with the Provincial Government, the aim being to establish some special right to favor or recompense on the part of the Railway. The undersigned deems it his duty to say that with matters of this description he has in his present capacity nothing to do. Whether promises originally put forward have been fulfilled or not—whether the Government or the Province can be held to be equitably or morally liable for those promises or not—whether the Stockholders and bondholders of the concern have any peculiar claim to Canadian generosity, are questions which it is proper to exclude from view in any attempt to arrive at just conclusions in regard to a purely business contract. The Government may, perhaps, be asked with propriety to take cognizance of these general topics. The Legislature even may be appealed to, to fulfill important conditions, expressed or implied. But the undersigned, as head of the Post Office Department, feels bound to confine himself to the single question of postal service, and with this, too, he is bound to deal only upon its merits. The Province requires certain mail facilities. The Railway may, in fairness, be asked to afford them, not only because they come within the scope of its legitimate enterprise, but because they may be regarded as in part the price paid by a powerful corporation for the privileges with which it has been invested by Parliament. Extraneous considerations must, then, be excluded from the account; and the question to be settled resolves itself into one of a strictly commercial character. What is the mail service performed by the railway company worth? What is the money value of the facilities afforded to the Post Office Department? What should the Department be required to pay for the accommodation and the service provided and rendered by the Company? In this light the undersigned proposes to deal with the matter before him.

The question presented is to be viewed under three different heads,—First, the rate paid by the Department for mail service from the opening of the railway in 1853, to October, 1858. Second, the rate paid, as distinguished from the rate claimed, from October 1858, to October, 1861. Third, the amount due for service rendered subsequent to the last named date, and to be paid for service hereafter to be performed.

With regard to the first of these points, there seems to be no room for difference of opinion. On neither side is there any attempt to deny that the remuneration agreed upon was at the rate of \$110 per mile. The Company rendered its accounts based upon that rate; the Department paid them as in full satisfaction for all claims covered by the accounts; and there this branch of the subject ought to end.

The second phase of the question is to open the dispute. On one hand it is alleged that the Executive Council, in pursuance of authority entrusted to it by Parliament, fixed the rate at \$70 per mile. On the other hand, it is contended that the Company never acquiesced in the arrangement, and continued uniformly to render its accounts at the rate of \$110 per mile. There is an inexplicable absence of documentary evidence bearing upon this point. Either there was for a considerable period culpable remissness in the conduct of correspondence with the Grand Trunk Company, or communications essential to a thorough understanding of the merits of the case have strangely disappeared. It might have been supposed that in a business transaction of so much importance, involving the payment and receipt annually of large sums of money, care would have been taken to prevent on either side the possibility of misunderstanding, and to preserve amongst the records of the Department everything requisite to a correct comprehension of the merits of the case. The just expectations of the undersigned in this respect have been disappointed. He finds, indeed, a report by his predecessor to the Executive Council, recommending that the payment of \$110 per mile should be discontinued, and proposing as a substitute therefore the rate of \$70 per mile. The report appears to have been adopted by the Executive Council, and an order giving effect to its recommendation was passed on the 18th September, 1858. On the 13th November, 1858, the Deputy Postmaster General communicated to the Assistant Secretary of the Grand Trunk Company, the fact that the Council had, by an Order, regulated the remuneration thereafter to be paid to railways for mail service, and promised in a day or two to apprise him of its precise terms. Strangely enough, the Department is unable to prove that this promise was fulfilled. No copy of a letter is discoverable formally conveying to the Company the purport of the Order in Council. It is known, however, that the Company was fully informed orally on the subject. Its President was at the time also President of the Council, and its Solicitor, Hon. M. Cartier, had a seat in the Council whose order is now referred to.

Although, then, there is an absence of documentary evidence to show that the Company was informed as to what would be the then future rate of payment, there is ample presumptive evidence that its directors and managers were made aware of the change. Be this as it may, the Company continued to render its accounts as though no change had occurred. The latest account presented to the Department is for the quarter ended 5th October 1861, and in this account, as in all accounts intervening between the passing of the order in September 1858, and 5th October of last year, the rate charged is \$110 per mile. It does not appear that during this period the Department objected to these accounts. In ordinary business affairs a man refuses to pay anything on account of a charge the accuracy of which he denies; but the Department seems to have been influenced by no such consideration. On the contrary, whilst large sums were from time to time remitted to the Company, no notice appears to have been taken of the difference existing between the amount which the Department admitted its liability to pay, and the amount which the Company continued to demand. It is no part of the duty of the undersigned, however, to ascertain where blame may most properly be laid for the looseness which is apparent throughout the entire transaction. He finds that the Executive Council adopted the suggestion of his predecessor, and by virtue of a power undoubtedly conferred upon it by law, fixed the rate at \$70 per mile. He finds, what in his judgment is satisfactory presumptive proof, that the decision of the Executive Council was made known to the Company. He finds, yet further, that the entire amount of indebtedness to the Company at the rate of \$70 per mile, was discharged up to 31st December, 1860, without any protest on its part, unless the subsequent rendering of accounts at the old rate of \$110 can be so regarded. This part of the transaction, therefore, must also be considered at an end. Whether the rate fixed was a sufficient rate or not, it was lawfully determined, and the whole amount that could be legally demanded under that decision has been paid to the date of the latest account rendered by the Company. The undersigned conceives that he has no right to travel beyond these the essential facts of this part of the case.

In October, 1861, the question came before the Executive Council for reconsideration. The Company had for some time previous, through various indirect channels, protested that the rate fixed in conformity with the law was inadequate to the service rendered, and the Minister of Finance presented a report to his colleagues upon the subject. In this document, Hon. Mr. Galt acknowledged a fact, which must strike every one who endeavors to form an intelligent opinion in regard to the point at issue. Without positively expressing disapproval of the rate, he urged the necessity of renewing its consideration in another manner. The data before the Government was, he alleged, of a nature too conflicting to allow of a satisfactory judgment being formed, made up as this data was only of rates allowed by the American Government to railway companies. Admitting the difficulty, which it is impossible now to overlook, arising out of an inability to institute any precise parallel between the sums paid to other companies and the sum paid to the Grand Trunk, judging their sufficiency by the relative service rendered, Hon. Mr. Galt suggested the reference of the whole question to arbitration. Two arbitrators were appointed, one by the Government, the other by the company, and their labors were in progress when the members of the present Government came into office. One of the first points to which the Administration addressed itself was, then, the Grand Trunk arbitration. Convinced that under the law as it stands the responsibility of deciding the question devolves upon the Executive, and that by no process can it properly divest itself of this responsibility, the Government annulled the proceeding; and the matter therefore presents itself as though no such step had been taken.

The undersigned cannot doubt that the rate fixed by the Executive Council in 1858, continues to be the rate upon which the Government must act in settlement with the Company. Upon this rate all payments have been based, and the undersigned cannot acknowledge the validity of any claims which conflict with it, in his transactions as head of the Postal Department. He will therefore continue to pay at the rate of \$70 per mile, and will consider this full payment for postal service, until by some action of the Executive Council it is legally changed. The question arises, is it expedient now to increase the rate? Has the company really been underpaid during the period over which the operation of the existing Order in Council has extended? Is it proper, in view of the services of the Company and the interest of the public, to adopt any higher scale of com-

pensation? The undersigned attempts an answer to this question with great diffidence. He deems it rather a question of fact than of opinion, and the difficulty he encounters is how best to ascertain the money value of the service which it is his duty to appraise. He has little hesitation in discarding from his mind, in connection with this branch of the subject, the elaborate statistical statements which have been constructed on returns derived from English experience. There can be no just analogy in respect of payment, unless an analogy exists in respect of service; and he fails to discover grounds for believing that any tenable comparison can be instituted between the railway mail service in England and the similar service as we have it in Canada. He rejects, therefore, all that the Grand Trunk Company has advanced on its own behalf, founded upon rates paid by the Imperial Government. Much closer resemblances may be traced in the United States; and from these, probably, must be drawn the information which is needed to guide the Executive Council to just and intelligent conclusions upon the subject. Even here, however, differences are observable which prevent anything more than an approximate estimate being formed of the value of the service rendered by the Grand Trunk. Between that line and the New York Central, for example, the differences are so great and various that it would be absurd to take the rate paid to the latter as a criterion by which to regulate the rate to be paid to the former. The New York Central carries the mails four times a day each way during the week, and once each way on Sundays, or twenty-five trips each way per week, including night trains. It provides an amount of car-space necessary for the reception of the enormous amount of mail matter conveyed. It receives and delivers the mails at the city post-offices at the termini, and at every post office on the line, not distant more than a quarter of a mile from the railway stations. It accommodates all the accredited agents of the post office, and carries all post office packages, other than mails, free of charge. For this service the total payment is stated to be a fraction over \$173 per mile per annum, or \$51,600 a year for 298 miles of railway. It is hardly necessary to remark that the service on the Grand Trunk falls far short of this standard. The service on the Grand Trunk is not uniform, but on the best secured portion of the road, namely between Montreal and Toronto, a distance of 333 miles, a mail is carried once a day directly through each way, and once with a break at Kingston, or twelve trips each way per week. It does not receive or deliver the mails at the termini nor at any of the way post offices; furnishes one-third of a car for post office purposes; and objects to supply light and heat even to that; and for these very imperfect services it receives under the established rates \$70 per mile. It will be observed, on comparing these two statements, that in giving more than twice the number of daily mail trips and appropriating to the post office a much greater amount of space or car room, to say nothing of other very material differences in favor of the post office, the New York Central supplies what may be estimated at six times the service given by the Grand Trunk, while the total annual payment is only in the relative proportion of two and a-half to one. Similar results would follow a detailed comparison of the Grand Trunk with other leading lines in the Northern States. The New York and Lake Erie, the Hudson River, the Boston and Worcester, and other roads, would indeed be found to be in the receipt of higher rates of payment, but their mail service would also be found to be disproportionately in excess of that rendered by the Grand Trunk. It has been estimated that the average of the rates paid by the American Government to nine of the leading American lines is 10 cents 37 mills. This however, includes the side services where the distance between the stations and the post offices does not exceed a quarter of a mile. Mr. Watkin, Grand Trunk Commissioner, states the rate paid by the Canadian Government to be between six and seven cents per mile; but this statement entirely ignores the side service which is performed by the American railways. Hon. Mr. Smith, in his report to Council in 1858, alleged that in addition to the usual postal rate, a charge equal to \$50 per mile of railway per year falls upon the department on account of the way-side service, extending it, however, to a mile. The Deputy Postmaster General estimates the same service at the present time at \$40 per mile. One or the other of these amounts, then, must be added (making allowance, of course, for its extended distance), if we would ascertain truly the amount which the mail service on the Grand Trunk Railway costs the Province.

It is not pretended that railways running through a thickly settled district and enjoying remunerative receipts for passenger and freight traffic, as is the case with the New

York Central and other of the lines embraced in the comparison, afford a correct guide to the rate which a line circumstanced as is the Grand Trunk may require in order to make its service profitable. Nevertheless, it is probable that by making a liberal allowance on both sides, something like a true idea of the merits of the case may be formed. Thus, whilst it is necessary to keep in view the fact that the leading American lines possess a profitable business and can therefore afford to carry the mails at a rate proportionately much lower than that which is paid to the Grand Trunk, it ought not to be forgotten that the Grand Trunk runs to a great extent through thinly peopled districts and is subject to various drawbacks from which the New York Central is exempt. The latter does much more for the money it receives than the Grand Trunk, deriving countervailing advantages from through and local traffic. The Grand Trunk, again does comparatively little for the amount which it receives, but it is deprived of those tributary streams of business profit which the other railways enjoy. All these considerations, therefore, illustrate the difficulty of measuring the Grand Trunk rate by the standard of the leading American lines.

What is really wanted for the purpose of leading to a sound conclusion is an accurate knowledge of the service and the rates which exist in the case of lines running through tracts of country more nearly resembling those parts of Canada which are traversed by the Grand Trunk. There are railways which seem to furnish a fair standard of comparison. It is believed that such a comparison would show that the amount paid to the Grand Trunk does not fall short of that which is considered satisfactory by our neighbors.

These points are alluded to with a view of sustaining the undersigned in his unwillingness to decide arbitrarily the question of postal payment. He finds it difficult, in the exercise of his own unaided judgment, to say what parallel lines shall be drawn as between the Grand Trunk and American railways—not because he desires to evade any portion of the responsibility which belongs to the head of a Department, but because the information at his command is too limited to justify him in considering himself sufficiently acquainted with the ramified sources of knowledge from which a tenable judgment must be derived. Apart from all other difficulties, he confesses himself at loss to reconcile the conflicting and, in some cases, as it seems to him, extravagant opinions which have been expressed on behalf of the Grand Trunk. From 1853 to 1861, the highest rate demanded by the Grand Trunk was \$110 per mile per annum for two daily services. Now, however, Mr. Brydges, the Managing Director, urges that the Government shall annually pay the Company \$317,992, being equivalent to an average rate of \$360 per mile of railway; and this, too, for one daily continuous service; the Post Office accommodation being limited as now to one-third of a car, and this price not including any charge for special service, or for the conveyance of mails to and from the stations. Mr. Brooks, the arbitrator chosen by the Grand Trunk in the arbitration commenced under the authority of the late Government, is known to have declared his willingness to take \$250 per mile per annum, as a compensation for a service including items not taken into account by Mr. Brydges. Mr. Brooks, for instance, for the sum stated, was willing to provide:—

(1st.) A continuous daily service over the whole line, with travelling post office, lighted and warmed by the Company.

(2nd.) The use of all other passenger trains for the transmission of mails, being equal to a second daily service.

3rd.) The carriage of the mail to and from stations at all the principal towns on the line, and all way post offices not more than one mile from the railway stations.

Moreover, the rate would have included provision for extra or special trains for ocean mails, whether from Portland or Quebec.

Mr. Watkin, in a statement prepared for the information of the arbitrators argues, that \$250 per mile would be a low rate of compensation for the services at present rendered,—it being remembered that these services cover but a portion of the ground for which Mr. Brooks was willing to provide.

There are, then, three widely different claims urged on the part of the Grand Trunk. Mr. Watkin demands \$250 for a continuation of the present services, for which, during a series of years the Company considered itself sufficiently paid at the rate of \$110. For the same service, or a service so nearly resembling it that it is not worth while to draw the distinction, Mr. Brydges asks \$360. And all the time, their arbitrator, Mr. Brooks, would be content with \$250 for a service which, roundly speaking, may be said to be double that at present performed.

Hon. Mr. Moffatt, the arbitrator appointed by the late Government, took as the basis of his calculations a service made up in a manner similar to that projected by Mr. Brooks, and Mr. Moffatt's conclusion is that the total amount of annual subsidy should be \$126,128 50 cts., or an annual average of \$145 63 cts., per mile per annum. In this estimate he appropriates \$105 per mile to the regular train service, and \$40 per mile in payment of the special service and the carriage of mails between stations and post offices.

In the midst of these irreconcilable estimates, the undersigned may not unreasonably decline to pronounce absolutely in favor of any of them. They are too contradictory to leave him the slightest hope of being able, by any practicable modification, to bring them into harmony. He feels himself compelled, therefore, to set all of them aside as inadmissible, so far as they may have been designed to influence the judgment of the Council. Doing this, there is no apparent alternative but to maintain the present rate as that which comes nearest to a just recompense for the service. Certain it is that the rate of \$70 was fixed by a Government in which the Grand Trunk influences were abundantly represented; and equally certain, therefore, that the sum was not dictated by any disposition to depreciate the services of the railway, or to damage the interests of its proprietary. A Government, two of whose members were officers of the Grand Trunk, cannot be suspected of having been unfriendly to any measure it adopted; and yet it was this Government which discarded the old rate of \$110 as too high, and \$70 as the then value of the mail arrangement carried out by railway. A rate which the late Government with all its Grand Trunk influences, established, may, in the opinion of the undersigned, be continued under the present without injustice; at least until the acquisition of more precise information shall facilitate the construction of an estimate possessing greater reliability than those now before the Council. It may be that the present rate is somewhat too low. It may be that the former rate (\$110) came more nearly to the proper mark. But between either and the several rates sought by the respective exponents of the Company's wants, the difference is so great that the undersigned considers himself warranted in adhering to the sum named by his predecessor. If this decision is to be disturbed, it should be in a manner implying more extended means of forming an independent and conclusive opinion than are at present within his reach.

The practice of the English Government in cases like this is well established. When differences arise between railway companies and the post office, a settlement is generally reached by arbitration, a statute enacted by the Imperial Parliament making that the means of obtaining a decision. As the law stands in this Province, such a proceeding is not available in the matter under consideration. It may not be inexpedient, however, to follow the precedents set by England, and, with this view, to introduce a measure next session providing for the reference of all such matters to railway arbitrators. In other branches of the Government, arbitration is already resorted to on the occurrence of differences, though subject to peculiarities in regard to the appointment of the arbitrators, and the effect of their decisions. Why not extend the rule to postal questions, and thus give to the Department in Canada the benefit of a practice which has been found to work well in England? The undersigned submits the suggestion respectfully. It appears to him to cover the most advisable method of meeting the Grand Trunk difficulty, if at any future time a disturbance of the present rate be resolved upon.

In conclusion, the undersigned may be permitted to express the anxiety with which he has endeavoured to arrive at a satisfactory conclusion on the question with which he has been required to deal. It would have been more pleasant had the inquiry he has conducted led to more positive opinions than those at which he has arrived. He has endeavored, however, to state the merits of the case dispassionately, and to seek the unbiased judgment of the Council. No one realizes more fully than himself the just claims of the railways of the Province, or the importance of maintaining amicable relations between them and the Post Office Department. But he cannot permit his own feelings towards the railway interest to make him a party to pretensions that are extravagant and to demands that are unjust, or to render him indifferent to the duty he owes to the treasury and the people of the Province.

The whole nevertheless respectfully submitted.

(Signed,)

M. H. FOLEY,  
Postmaster General.

(Copy.)

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council on the 30th October, 1862.*

The Committee of Council have given their attentive consideration to the Memorandum, dated 29th instant, from the Honorable the Postmaster General, with reference to the claims of the Grand Trunk Railway Company on the Post Office Department, and its repeated applications, as well for a settlement of past, as for a definite understanding respecting the remuneration to be paid for future postal service, and they respectfully report their concurrence in the views and recommendations therein submitted, and advise that the same be approved and acted upon.

Certified.

(Signed,)

WM. H. LEE, C. E. C.

To the Honorable  
The Postmaster General,  
&c., &c., &c.

[Copy.]

POST OFFICE DEPARTMENT,  
Quebec, November 1st, 1862.

SIR,—I have the honor to forward herewith copy of a report approved by his Excellency the Governor General in Council on the subject of compensation to the Grand Trunk Railway Company for postal service.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

M. H. FOLEY,  
Postmaster General.

C. J. Brydges, Esquire,  
Managing Director,  
Grand Trunk Railway Company, Montreal.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
Managing Director's Office,  
Montreal, 4th Nov., 1862.

SIR,—As I am very desirous that the business transacted by this Company for the Post Office Department should be conducted in a satisfactory manner, I beg to call your attention to a complaint which has been made to the Company with reference to certain bags of letters which were brought to the St. Lambert's Station on Saturday the 25th ult.

The complaint made was that some bags which were taken to our Station at St. Lamberts were not forwarded by the train, but were left upon the platform of the Station.

I have had the matter inquired into, and transmit herewith an extract from the report made by the Superintendent who was instructed to examine into the facts.

I shall be much obliged if you will have this matter investigated, so that if the Post Office Clerks are in fault that fact may be clearly established, and I need hardly add that if, upon proper investigation, it appears that our people are to blame, I shall not hesitate to apply such a remedy as will prevent the recurrence of a similar matter in future.

I have, &amp;c.,

(Signed,)

C. J. BRYDGES,  
Managing Director

Hon. M. H. Foley,  
Postmaster General,  
Quebec.

(Copy.)

(EXTRACT from Report of Superintendent; Re-Complaint from Post Office Department.)

November 1st, 1862.

"I have examined both Lapensée, the Conductor, and the Baggage-Master of the train, Goudette, separately, and they both report the following facts,—Upon arrival at St. Lambert's two men approached the train; they were both soldiers and intoxicated; one so much so, that he could hardly walk. One of them threw a bag on the platform of the baggage car; the Baggage-master called to the operator, "Is this extra baggage?" (it was a canvass bag). The operator replied, "No, it is a mail." The Baggage-master then went to the Conductor and asked him what to do, taking the bag off the platform of the car and placing it on the station platform. The Conductor not being able to learn from the soldiers where the bags were going, went to the Post Office Mail Clerk, named Couillard, who was in the sleeping-car, and asked him about the bags. Couillard replied that he knew nothing of them, and refused to take charge.

The Conductor, therefore, seeing that the Post Office Clerk himself would not take them, very properly, I think, left them where they were, as they possibly might be intended for Montreal. It is possible that if he had looked at the labels of the bags he might have seen they were English mails for Quebec; but I think it is extremely strange, when the Post Office Department entrust valuable English Mails to the care of two drunken soldiers, they should expect our trainmen to assume their duty and responsibility. I cannot understand how, if it was so important that these mails should go on, that they were not accompanied by a trustworthy clerk, and I feel satisfied the P. O. authorities themselves would be the first to complain, if our Baggage-master assumed charge of every mail bag delivered to them by a drunken courier.

"How two drunken men can complain of *rudeness*, I cannot make out, as they could not say where the mails were going to, and they could hardly expect extreme politeness when in such a state."

POST OFFICE DEPARTMENT,  
5th November, 1862.

SIR,—I have the honor, by direction of the Postmaster General, to acknowledge the receipt of your letter of 4th instant, enclosing a statement respecting the delivery of certain mail bags at St. Lambert's Station, and am to say that the Postmaster General is much obliged to you for bringing the matter under his notice, and he will lose no time in instituting an inquiry.

(Signed,) WM. WHITE.

C. J. Brydges, Esq., &c., &c., &c.  
Grand Trunk Railway, Montreal, C. E.

POST OFFICE DEPARTMENT,  
11th November, 1862.

SIR,—The matter referred to in your letter of the 4th instant has been investigated by the Post Office Inspector, and I beg to forward for your perusal his Report, with accompanying statements.

You will perceive that the information given by the Conductor and Baggage Master to your Superintendent, on which his statement to you was based, was incorrect on the main points.

The person employed by the Post Office to carry the mails for Quebec from the Champlain Railway Station to the Grand Trunk Station at St. Lambert, was certainly a soldier, but the assertion that he was intoxicated is refuted by impartial evidence; though, had the fact been so, it would not have affected the question, for it is clear that he delivered the bags properly to the train, and with them a bill showing the number and destination of the mail bags.

Your Superintendent was led to suppose that there was a Post Office Clerk on duty in the train, but such was not the case, and it is satisfactorily explained why the Clerk, who chanced to be a passenger to Quebec, was unable to take any part on the occasion.

It seems to the Postmaster General plain that the unfortunate mistake of leaving these Quebec bags behind, was wholly due to either want of intelligence, or to indifference towards the mail service on the part of the Train Conductor and Baggage Master.

The Superintendent suggests that as the Postmaster General has not supposed that it could be necessary that a Post Office Clerk should be stationed at St. Lambert, to see that the night's train Conductor does not refuse conveyance to these bags for Quebec—the Department has only itself to blame when the Conductor does leave them behind and in this and the general tone of the Superintendent's Report, I am constrained to remark that there is unhappily evidence of the same indisposition toward the public service, which seems to have operated with the Conductor and Baggage Master, and produced the misfortune on the night of the 25th October, which I am sure you must regret equally with the Department.

(Signed,)

W. H. GRIFFIN,  
Deputy Postmaster General.

C. J. Brydges, Esquire, &c., &c., &c.,  
Grand Trunk Railway, Montreal.

POST OFFICE DEPARTMENT,  
15th November, 1862,

SIR,—The Postmaster General directs me with reference to your letter of the 6th instant, to say that he fears that the proposition you made with respect to supplying a train every alternate Monday, at 7 p. m. for the conveyance via Portland, of the Montreal mail for the Boston Cunard Steamer (to be paid for, you think, by this Department as a special service) will hardly meet the case; however he will enquire further, and communicate with you on the subject shortly.

(Signed,)

WM. WHITE,  
Secretary.

C. J. BRYDGES, Esq.,  
&c., &c., &c.,  
Montreal.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
MANAGING DIRECTOR'S OFFICE,  
Montreal, November 21st, 1862.

SIR,—I beg to acknowledge the receipt of your letter of the 11th instant, relating to certain mail bags, per *Australasia*, not having been conveyed by this Railway from St. Lambert's to Quebec, on the 25th October last.

I very much regret that the mails were not carried; but, after having fully enquired into the matter, I must say that I think the mistake would not have occurred, if proper precautions had been taken by the Post Office Department, in regard to the transfer of these bags from the Champlain Railway Train to that of this Company.

I must entirely differ with you as to the views which you express in regard to the indifference towards the public service manifested on the part of this Company. On the contrary, I am satisfied that everything is done by this Company to promote the public accommodation, notwithstanding the fact that no adequate remuneration is made to the Company for the very great services which it renders to the Department.

I have, etc.,  
(Signed)

C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esq.,  
Deputy Postmaster-General,  
Quebec

POST OFFICE DEPARTMENT,  
24th November, 1862.

SIR,—I am to acknowledge the receipt of your letter of 21st inst., referring to the detention of the "Australasian's" mail for Quebec at St. Lambert.

You observe that you think the mistake would not have occurred "if proper precautions had been taken by the P. O. Department in regard to the transfer of these bags from the Champlain Railway train to that of the Company."

With respect to this, the Postmaster General will be glad if you will oblige him by saying what precautions were in your opinion neglected.

If there is anything that this department can reasonably do to make the reception of these mails easier to your employes the Postmaster General will be very willing to have it done, but the mere act of receiving the bags appeared to be so simple a matter that it did not seem to be necessary to provide for more than the actual delivery of the mail.

(Signed,) W. H. GRIFFIN,  
Dep. P. M. G.

C. J. Brydges, &c., &c., &c.  
Grand Trunk Railway, Montreal.

### GRAND TRUNK RAILWAY OF CANADA.

MANAGING DIRECTOR'S OFFICE,  
MONTREAL, November 26th, 1862.

SIR,—I have the honor to acknowledge receipt of your letter, dated 1st November 1862, transmitting me a copy of your Report, approved by His Excellency the Governor General in Council on the 30th October 1862, on the subject of the payment to the Grand Trunk Company for Postal services, and which has been laid before the Directors of this Company.

Since the receipt of your letter your report has appeared in the public papers, to the great surprise of the Directors of this Company, giving as it does, a merely *ex-parte* statement, and thus leading to the formation of opinions which a knowledge of the whole facts of the case would not justify.

The Directors regret this course the more strongly because it is calculated to interfere with that calm and judicial mode of investigation to which the Government has decided that the matter must be submitted, as the only plan by which it can be fairly and justly settled, and because it will have the effect of plunging the Grand Trunk Company's affairs into the arena of party politics, against which policy the party out of which the present Government was formed, has hitherto so earnestly declaimed.

The Bond and Shareholders of this Company, responding to the strongly expressed wish of the people of Canada, have lately done every thing in their power to remove from the conduct of their affairs, every semblance of political control, in the confident belief that by such a course they would be promoting the commercial success of the undertaking, and be adopting a course greatly desired by the people of the country through which the railway runs. It cannot be doubted that the publication of an *ex-parte* statement on a matter shortly to be submitted to arbitration must tend to a large extent to defeat, and that by the Act of the Government, the success of the measures lately taken to dis-sever the Grand Trunk Company altogether from political discussion.

Having made these remarks upon the unexpected publication of your report, I am now instructed to express the great satisfaction which the Directors of this Company feel that the question as to the rate which is to be paid for the carriage of mails upon the Grand Trunk Railway is to be settled by arbitration. They have always felt that the matter was one that it would not be either fair or equitable to have settled by the Government alone, who would in such case have to take the most unusual course of deciding the terms upon which it was to have work performed, without reference to its fair value according to the views of those who have to do the work. As the whole matter will therefore soon be referred to a disinterested tribunal which will authoritatively settle the

question, it would hardly have been necessary at the present moment, to enter into the facts of the case, had it not been that the publication of your Report makes it imperative upon the Directors to prevent an improper opinion being formed by an *ex-parte* statement of portions of the facts, however strongly they feel that all discussion of these facts should have been reserved for the arbitrators who will have to decide the question.

I must in the first place demur to the opening paragraphs of your Report, in which you entirely discard, in discussing the rate to be paid for Postal services, all the past transactions between the Government and the Company, although you frankly admit that "the Government may perhaps be asked with propriety to take cognizance of these general topics: the Legislature even may be appealed to fulfil important conditions expressed or implied."

These "general topics, and "important conditions expressed or implied" it now becomes my duty to recapitulate.

The Parliament of Canada as far back as 1849, believed it to be of paramount importance to the progress and welfare of the Country to have a Main Trunk Line of Railway throughout the Province, and on the 30th May of that year, passed an Act, the preamble to which was as follows:

"Whereas at the present day, the means of rapid and easy communication by Railway, between the chief centres of population and trade in any country and the more remote parts thereof, are become not merely advantageous, but essential to its advancement and prosperity: And whereas experience has shown, that whatever be the case in long settled, populous and wealthy countries, in those which are new and thinly-peopled, and in which capital is scarce, the assistance of Government is necessary and may be safely afforded to the construction of Lines of Railway of considerable extent, and that such assistance is best given by extending to companies engaged in constructing Railways of a certain length under charter from and consequently with the approval of the Legislature, the benefit of the guarantee of the Government, under proper conditions and restrictions, for loans raised by such companies to enable them to complete their work."

And the Act then proceeds to enact:

"That the sum on which interest be so guaranteed shall not be greater than that expended by the Company before the guarantee is given, and shall be sufficient to complete their road in a fitting manner, and to the satisfaction of the Commissioners of Public Works."

The Parliament and people of Canada were therefore, at that time, so deeply impressed with the advantages to be secured to them by a Trunk line of railway, that they were only too eager to find half the amount required for its construction.

And the matured convictions of the people and Legislature of Canada were again, after due reflection, deliberately recorded two years afterwards, when on the 30th August, 1851, an Act was passed, the preamble to which runs in part as follows:—

"Whereas it is of the highest importance to the progress and welfare of this Province, that a Main Trunk Line of Railway should be made throughout the length thereof."

And the 5th clause of that Act is:—

"And be it enacted, That if the funds necessary for making the Main Trunk Line of Railway mentioned in the next preceding section, shall not be raised by loan under the authority and guarantee of the Parliament of the United Kingdom, or advanced as a loan, to this Province, under the said authority, then the said Main Trunk Line of Railway, or so much thereof as shall not be made by funds so raised or advanced as aforesaid, may be made with funds of which one half shall be raised on the credit of the Consolidated Revenue Fund of this Province, provided the other half shall have been subscribed for by Municipal Corporations in this Province."

So momentous, therefore, was it deemed to be to secure the construction of a Main Trunk Line of railway, that, in 1849, it was offered to find half the capital by Provincial funds, and in 1851, that was extended so as to permit the municipalities along the line, on their credit, to find the other half. If this had been actually carried out, as was then fully intended, Canada would have had to find the whole cost of constructing the Grand Trunk Railway solely out of her own resources.

With these enactments on the Statute Book, the Government of 1852-3 finding a very easy condition of monetary affairs in England, endeavored to induce British capitalists to

embark in the undertaking by making great promises as to the extent to which Canada had practically guaranteed a large return upon the outlay.

With that view members of the Government proceeded to London, and the result of their negotiations is to be found in the prospectus of the Grand Trunk Railway of Canada, which was published in England in the Spring of 1853.

That Prospectus was prepared and issued under official authority. The following, amongst others, were announced as Directors of the Company :

## IN LONDON.

THOMAS BARING, Esq., M.P., } Agents of the Province of Canada and Directors of the  
G. CARR GLYN, Esq., M.P., } Company on behalf of the Canadian Government.

## IN CANADA.

The Hon. JOHN ROSS, Member of the Legislative Council, Solicitor General for Upper Canada, President.

The Hon. FRANCIS HINCKS, M.P.P., Inspector General.

The Hon. E. P. TACHÉ, M.L.C., Receiver General.

The Hon. JAS. MORRIS, M.L.C., Postmaster General.

The Hon. MALCOLM CAMERON, M.P.P., President of Executive Council.

The Hon. R. E. CARON, Speaker of the Legislative Council.

The Agents of the Province, their names being set forth as acting on behalf of the Government, and several members of the then Government, *and as such*, were thus announced as Directors ; and it was upon the faith of the quasi-governmental character of the undertaking thus established, that the Bond and Shareholders in England invested their money in Canada in the construction of the Grand Trunk Railway. That Prospectus, so issued, promised  $11\frac{1}{2}$  per cent. return upon the Share Capital, after paying the interest on the Bond debt.

The Appendix to this Official Prospectus contains the following pregnant paragraph : —“ This great and comprehensive scheme of railway communication throughout the most wealthy, populous, and important colonial dependency of Great Britain is not now offered as a new project to the public. *It comes with the guarantee of the Province of Canada*, which has embarked upwards of two millions sterling in the enterprise ; it is supported by the most intelligent, far sighted men in the Colony, and it has the security of nearly half a million sterling of private Canadian capital invested therein.” The half-million of Canadian capital invested proved, however, to be a myth.

And to complete the official connection of the Government and people of Canada with the inception of and promises of profit on the Grand Trunk Railway, an official despatch from Lord Elgin, the then Governor General of Canada, to the Colonial Office, is printed as part of the appendix to the prospectus. That despatch deals with the question of Railway undertakings, and states the then intention of existing Acts of the Parliament to be to provide from Provincial funds *one half of the entire cost of the Line*.

One half of the cost of the line would have been £6,000,000 sterling, involving an annual charge of £360,000, whilst had the Act of 1851 been carried out, the whole cost would have been raised on Canadian credit, with a charge of £720,000 a year.

The actual assistance, however, afforded by Canada, has only reached £3,112,500, costing £186,750 a year.

To the extent that Canada has succeeded in reducing her subscription as authorized by Parliament, to the cost of the Line, have the bond and share-holders suffered, the loss of the latter being complete, without one collateral advantage, whilst Canada not only secured the expenditure of £9,000,000 sterling of British capital in her midst, but has had the value of her farming lands enormously enhanced — the markets of the world thrown open all the year round to her productions — access opened to almost every part of her vast territory — the cost of conveying her productions to market and of distributing amongst her population everything she needs to import, vastly reduced — and in place of being shut up for nearly half the year by frost and snow, Canada has, by means of the Grand Trunk Railway, been made one of the great highways throughout the year for the vast traffic passing between the Western States of America and the Atlantic seaboard.

But what is really the value to the Company of the £3,112,500 which Canada subscribed to secure the enormous advantages to which I have adverted? It may certainly be questioned if more than that sum has not by political pressure been expended in constructing parts of the present Grand Trunk system which though of vast benefit to Canada, are commercially entirely worthless, and only drags upon the profit of the paying portions of the Railway. Thus the abandonment of the interest on the Provincial assistance was accompanied by stipulations of the most stringent character, to compel the completion of a system of lines all the way from Rivière-du-Loup to Sarnia, subscriptions to subsidiary undertakings not previously in any way charged upon the funds of the Grand Trunk Company, and the complete equipment and efficient working of the whole system thus so greatly enlarged beyond its original limits. And indeed, from the advances made by the Province of £3,112,500, ought in common fairness to be deducted the very large sums, amounting to several millions of dollars, paid into the Treasury for Customs duties for the rails, bridge-work, engines, rolling stock of all kinds, &c., &c., imported during the construction of the line. Altogether it may be said that these obligations collectively have more than absorbed any benefit which the Bond and Shareholders have derived; and it is not improbable that it would be found pecuniarily advantageous, even with all the evil consequences it might involve to the trade of the Province, to close the non-paying portions of the line.

These facts show that the Company are equitably entitled, beyond shadow of doubt, to every assistance which the Government and Parliament can render.

And here it is pertinent to call attention to the fact that Canada, of nearly all the countries in the world, has had her great arterial system of Railways constructed for her at the least expense to the public Treasury. India, possessing a vastly denser population per square mile of area, and from that cause, and the fact that her Railways penetrate districts of country not alongside, but rather at right angles, and tributary to its great water lines of communication, more likely therefore to find her Railways self supporting, has absolutely guaranteed the interest upon the cost of her railways. This will involve an annual charge to the revenues of India of not less than £2,500,000 sterling, undertaken, be it remembered, at a period when the financial credit of India was only sustained by large loans in England. Australia is building her Railways by the issue of her bonds. The small Colony of Victoria is doing the same, and lately her bonds to the extent of £7,000,000 sterling were sold in England to raise the money to supply her with the facilities of Railway transport. The same plan has been pursued by the Cape of Good Hope. Russia guarantees the interest upon the capital employed in building her system of Railways. Italy is doing the same. France constructed the earthworks of her principal Railways, and by her legislation amply protects them from competition. And even poor Brazil both provides some of the cost of her lines, and guarantees the interest on the remainder of the outlay. The State of New York spent a large sum on the Erie Railway and made a present of it subsequently to the Company. The State of Michigan did the same for some of its Railways. It is repeated, therefore, confidently that Canada has secured her Railway system on much more advantageous terms than most other countries, whilst from her sparse population and the water competition forced on her Railways she might fairly have been expected to build them solely at her own expense.

I will now proceed to consider the portions of your Report wherein you discuss the rates of payment, to be made for carrying Mails.

You correctly state that the rate of \$110 a mile was agreed upon between the Company and the Government in 1853; but as has frequently been explained that rate was agreed upon when only a section of the Railway, East of Montreal, was opened, and when the only Mail carried upon it was a small local Mail. What is now the main line of the Grand Trunk Railway was not then completed — the Railway was not then, as now, conducting the main postal communications of the country — it was not carrying the large amount of mail matter in connection with the Ocean Steamers to and from Quebec and Portland — and the Company had not then supplied the vast accommodation to the postal service of the Country afforded by the construction of the Victoria Bridge at Montreal.

Whilst, therefore, the Railway was incomplete, and before the Company had had any experience as to the cost which would be incurred in conducting the postal service, they were prepared to accept, as an experiment, a rate of \$110 a mile. That rate was fixed

upon because it happened to be the rate at the time paid by the American Government for carrying their local mails on the line between Portland and Island Pond in the United States. Nothing was carried on the line for the American Government but the local mail of the district; and nothing more is carried for them now, but it is an important fact that this Company is now receiving from the American Government more than it did in 1853, shewing that even the natural increase of a mere local mail, in the opinion of other Governments, demands, after a lapse of 10 years, increased remuneration.

Apply the same principle to the vastly increased service now rendered by the Grand Trunk Company for foreign as well as local mails, what should be the rate of payment to us now?

Acting upon the views I have explained, and with a desire to meet in the most liberal manner the requirements of the Government service, the rate of \$110 a mile was asked by this Company in 1853 — paid by the Government without demur — and treated by all parties as a mere interim arrangement, to be revised and reviewed when the whole of the Railway and its advantages to the public service were brought into practical operation.

Up to 5th October, 1858, the Company was paid at the rate of \$110, and as the line at the time was not opened throughout, it is not proposed to disturb the settlement to the above date.

The Directors of this Company must, however, entirely demur to the conclusion at which you appear to have arrived, that from October, 1858, to October, 1861, the Company must be taken to have acquiesced in the Government fixing the rate at \$70 a mile, and for the best of all reasons, viz: — That they were never notified of any such proposal. As regards official or documentary evidence, I assert unhesitatingly that there is not one single record to show that the action which it now appears was taken by the Government in September, 1858, was ever communicated to the Company until the early part of the year 1861.

In reply to a letter from the Assistant-Secretary of this Company, enclosing an account for postal services at the rate of \$110 per mile of railway, the Deputy Postmaster-General wrote on the 13th November, 1858, remitting the sum of \$50,000 as a payment on account, and added that he would shortly write again with reference to the rates to be paid for Railway mail service in future.

As is stated in your Report, no subsequent communication was ever received by this Company.

I may further remind you of a fact, which the records of your Department will distinctly show, that for a period of nearly three years after the date of the letter of the Deputy Postmaster-General of 13th November, 1858, this Company continued regularly to send in accounts for the conveyance of mails at the rate of \$110 a mile, without receiving any intimation that there was any objection whatever to such rate.

I must entirely dissent from the view taken in your report, that although there was no official communication to the Company as to the rate which had been proposed by the Executive Council, yet the fact was well known to the Company, because its President, the Hon. John Ross, was, at the time, President, and the Company's Solicitor, the Hon. Geo. E. Cartier, was also a member of the Council. I am not, of course, so well versed as yourself in the responsibilities of a Cabinet Minister; but I believe it is generally understood that any individual member of a Government would be breaking his oath as an Executive Councillor if he revealed discussions which had taken place in the Council Chamber, or anticipated the action of the proper department of the Government in communicating any decision that had been come to. That the proper Department, in this case, did not lock upon the question as settled, is abundantly proved by the fact that they never communicated any decision to the Company, and for all practical purposes therefore the order in Council of September, 1858, was in effect a dead letter.

The Directors of this Company submit further, that the fact of one of its Directors being a member of the Council which proposed a certain rate of payment (although there is no evidence given to show that he was present when that order was made) cannot, for a moment, be permitted to take the place of an official communication.

The Directors of this Company think it may fairly be presumed that the President of this Company would naturally feel, from his position as a Director, that it would be undesirable for him to interfere in a matter in which he was placed in a double capacity, and as

regards the Solicitor of this Company, it must be perfectly plain that that gentleman, who is not an Executive officer of the Company, would not feel that, as a member of the Government, he had any right whatever to let his legal connection with the Company operate in any way whatever in the discussion. The natural inference would much rather be that those two gentlemen interfered in no way whatever in the matter, but that the Report of the Hon. the Postmaster General was passed, as a matter of course, entirely upon his own responsibility, especially as from the Company being kept in ignorance that the subject was under consideration, they had not laid their case before the Postmaster General or the Government, and had had no opportunity of ever being heard upon the question.

Leaving, however, this point, the fact remains undisputed that no official communication whatever was made by the Government to the Company that the rate of \$110 had been altered—that the Company continued to send in regularly their accounts at the rate of \$110 a mile, without any demur on the part of the Government to such rate—and that payments after the passing of the order in Council in September, 1858, were made to the Company upon accounts rendered at the rate of \$110 a mile, without any intimation when such payments were made that the Government contemplated paying at a lower rate per mile.

The Directors of this Company submit with great confidence that these facts distinctly show that the Government did not conceive that the Order in Council of September, 1858, (arrived at without any intimation to the Company that any alteration was intended without even giving them an opportunity of laying their views and the facts of the case fully before the Government, and without even communicating for the three years to the Company that any such order had been passed) was a final adjudication of the question.

This view is further confirmed by the fact that, when the Company in July, 1860, fell into financial difficulties, an advance was made by the Government of Canada, on account of postal services, to be thereafter rendered, such advance being calculated upon a rate of \$110 per mile.

*This was two years after the Order in Council of September, 1858; and, if any further evidence is necessary to show that the matter was not considered as of a final nature, it is to be found in the fact the minute of Council of October, 1861, passed by the same Government which existed in September, 1858, admitted that the rate then named was inadequate—that it had been protested against by all the railways in the Province—and that in view of all the facts of the case, it was desirable to re-consider the question, and refer it to the decision of three disinterested arbitrators.*

There is another point in your Report to which I must demur, and that is when you state that the entire amount of the indebtedness to the Company at the rate of \$70 per mile, was discharged up to the 31st December, 1860.

This is incorrect as a matter of fact, no payment in cash having been made to this Company for a long time prior to that date; but in the early part of the year, 1861, without any communication to this Company from the Post Office Department, a certain sum was passed by that Department to the Receiver General on account of postal services rendered by this Company.

The transfer so far from being acquiesced in, or considered by this Company as a settlement of its claims, was formally protested against in writing, and the Company continued, after they were aware of the transfer which had been made to the Receiver General, to render their accounts to the Post Office Department at the old rate of \$110 per mile.

No discharge, therefore, of the claim of this Company was made up to the 31st December, 1860; but on the contrary, as soon as it became known that such transfers had been made, formal protests were recorded against the course that had been pursued, and these protests have continued to be made ever since.

I must now proceed to deal with the views which you express as to the proper rate to be paid for the service rendered to the Post Office Department; bitter experience having proved that the rate of \$110 a mile was entirely inadequate, even before the whole line, including the Victoria Bridge, was opened.

The Directors of this Company cannot agree with you that no fair comparison can be made with the English Railways.

You admit in one part of your Report that this Railway, which does not enjoy a large and remunerative Passenger traffic, is entitled, therefore, to higher pay than those lines

in the United States which do possess a large passenger traffic. As that argument is unquestionably a sound one, it applies with greater force to England than to America, because in the former country the passenger traffic is very great and remunerative, and therefore ensures the running of a great many trains daily, of which the Post Office Department can take advantage for the carriage of mails.

In Ireland the passenger traffic is less than in England, and in the former country the mail service paid for at rates, on some of the leading lines, as follows:—

	s.	d.	
Drogheda and Dundalk.....	4	0	a mile.
Dublin.....	2	10½	“
Dundalk and Enniskillen.....	3	2	“
Dublin and Cork.....	2	9	“
Dublin and Galway.....	3	0	“

The average of these is nearly 3s. 2d. a mile.

The average rate of 3s. 2d. a mile paid in Ireland, would give, on the number of miles of mail trains run on the Grand Trunk Railway, a rate of \$760 per mile of railway, or more than *ten times* the amount suggested by the Postmaster General.

In no country in the world, perhaps, is the difficulty and cost of working railways in winter so great as it is in Canada, and as this as to be encountered to accommodate a very small amount of passenger traffic, the payment for carrying mails should, as you admit, be proportionately increased.

The average receipts of all passenger trains on the Grand Trunk Railway do not amount to more than 75 cents a mile, whilst the average cost of running the trains is proved by the Company's accounts to be very nearly \$1 a mile.

The quantity of snow which has to be removed to secure the regular running of the trains carrying mails, involves a very heavy outlay, and the breakage of rails and machinery during winter is exceedingly great and expensive.

The Victoria Bridge at Montreal is also of enormous benefit to the Postal Service, but provided at a ruinous cost to the Company. The outlay upon it was £1,500,000, costing the Company £90,000 a year. In a similar instance in England, where the Menai Bridge, of a much less size and cost, expedites the transmission of mails with Ireland, the British Government pay a special amount of £20,000 a year on account of this bridge. The Victoria Bridge at Montreal expedites the Mail Service throughout Canada, especially that in connexion with the Ocean Steamers, and secures a perfect crossing of the St. Lawrence in the most rapid manner every day in the year.

I need not remind you that at certain periods of the year, before the Bridge was built, the crossing of the river was impossible for many days together.

On this account, the Company is entitled to special payment, as well as on the ground of increased facilities generally, as in the case of the Menai Bridge, for which £20,000 a year is paid by the British Government.

Special carriages are provided, in which the letters are sorted whilst the train is travelling, affording great accommodation to the Post Office Department and increased rapidity in the transmission and delivery of letters.

There are thirty-six of these cars on the Grand Trunk Railway, constructed at a cost of £20,000 sterling; and they are supplied with light and heat at the expense of the Company, the annual outlay on this account being considerable.

One third of the space of each of these cars is appropriated entirely to Post Office purposes.

According to the Report of the Postmaster-General for 1857, there were then upwards of *forty* clerks specially employed by the Post Office Department to travel in the Post Office Cars to sort and distribute the mails. The fares of these clerks travelling on the Grand Trunk line, calculated at the rates paid by ordinary travellers, would amount to more than half the rate of \$70 a mile, proposed to be paid for the entire service! This one fact is sufficient to show the utter inadequacy of the rate suggested by your predecessor.

These Post Office Cars are run with passenger trains—if used for the ordinary passenger business of the Company, they would accommodate, at least sixteen passengers. These fares at the regular rate between Montreal and Toronto, would produce, on that

district alone, upwards of \$100,000 a year, or at the rate of more than \$300 per mile of railway per annum.

The use of railways for the transmission of letters and newspapers, has unquestionably been of great public benefit, and has produced an enormous increase in the business and revenues of the Post Office Department.

In the Postmaster General's Report for the year ending 31st March, 1856, attention is specially drawn to the acceleration of the mails, especially during winter, and a table given showing, amongst other instances, that whilst in 1853 it took 10½ days to get a letter between Quebec and Windsor, it was in 1856 accomplished in 49 hours.

He then proceeds to say :

"The advantage thus gained between the more distant points, applies also to the reduction of the time occupied in conveyance between intermediate places, and will be shared, in a greater or lesser degree by *nine-tenths of the whole correspondence of the Province*; for at least that portion of the letters conveyed by mail partake in the benefit of railway transport. Besides this gain in speed, further important advantages are reaped, in the comparative immunity of railway mail conveyance from the irregularities, the damages from exposure to the weather, and other causes of injury, unavoidably incidental to the transport of heavy mail bags by stage or wagon over the ordinary roads of the country, and, above all, in the greater security from robbery or loss while *en route*."

In subsequent Reports, the Postmaster General repeatedly calls attention to the advantages derived from successive openings of the sections of the Grand Trunk line; and in 1859 he says :

"Much of the satisfactory condition of this branch of the service is no doubt attributable to the enjoyment of advantage of railway transport for all the mails over all the great leading lines of Post Route—for the punctuality of movement given by railway conveyance to the connecting links of mail travel—and the regular delivery secured at all the principal points, by a description of conveyance but little influenced by the variations of weather or of the season, as a matter of course greatly facilitate the observance of punctuality in the transport of mails over the country Post Routes, and lead to a comparative regularity in mail service generally, not attainable in former years.

"The completion of the Victoria Railway Bridge at Montreal, and the western section of the Grand Trunk Railway to Detroit will have a very important influence upon the transmission of the mails over the main route between the two extremities of the Province."

"The superiority given to Canadian route as a medium of intercourse with Europe by the essential advantages above noticed, is, of course, applicable to the acceleration of the European correspondence of the large section of the United States lying west, and south-west of Canada and the great Lakes,—as mentioned in a previous Report, the attention of the United States Government had been called to the consideration of the point, but without any definite result, until the establishment of the weekly voyages of the Canadian Packets throughout the year, and of the completion of the Grand Trunk Railway, and of the Victoria Bridge across the St. Lawrence at Montreal, so as to form an unbroken line from Detroit to Quebec—(and to Portland)—ENABLED THE CANADIAN POST OFFICE TO OFFER ARRANGEMENTS FOR THE TRANSPORT OF MAILS BETWEEN THE UNITED STATES AND EUROPE BY THE CANADIAN ROUTE OF SO ADVANTAGEOUS A CHARACTER AS TO LEAD TO THEIR PROMPT ACCEPTANCE BY THE AMERICAN GOVERNMENT,—and closed mails are now under regular conveyance between Liverpool and Cork on the one side, and Detroit and Chicago on the other, comprising the European correspondence of all Western, South-western, and North-western States. Mails between the New England States and Europe also pass under this agreement by the Caadiann Packets."

Without, therefore, the Grand Trunk Railway and the Victoria Bridge, the Post Office Department has declared that it could not have secured the transit of American mails through Canada, from which the Post office revenue derives so large a benefit.

The line of Steamers between Quebec or Portland and Liverpool, is paid liberally for the service they perform. Why should the Grand Trunk Railway, which your Department declares indispensable to secure the through mails conveyed by those vessels, be denied fair payment for the important services which it renders, the more especially as the Post Office

is deriving a large and increasing revenue from the American letters carried in the trains on the Grand Trunk Railway?

The increased business and revenues derived by the Post Office, owing to the introduction of Railway, is enormous, as the following comparison will shew:—

Year.	No. of Offices.	No. of Letters by Post.	Postal Revenue.
1851	601	2,132,000	\$230,000
1861	1775	9,400,000	683,000
Increase	1774	7,268,000	\$463,000
Per Cent	295	441	297

And yet with this vast and growing increase in the Post Office business, to so great an extent produced by Railways, no adequate remuneration is proposed for the service rendered.

With reference to the remarks in your Report as to the price paid in the United States for Mail service I wholly differ from the views which you have expressed.

I again assert, what has already been stated upon many previous occasions, that the rate of remuneration paid upon American lines is based upon one daily service each way, carrying a distributing Post Office occupying one-third of ordinary Baggage Car, with an understanding between the Post Office Department and the companies that the latter will carry sealed bags in ordinary baggage cars and without a Post Office Attendant by any other train which the requirement of their passenger traffic may render it their interest to run. But the payment is predicated upon the single daily service each way with a distributing Post Office compartment, and the other accommodation is an incident of the large passenger traffic existing upon the American lines, and from which fact the Post Office Department derives a benefit without any extra payment.

The United States Congress fixed the rates at which Railway Companies should be paid for carrying the mails, and divided the lines into three classes, giving the highest or first class lines \$300 a mile of railway, and the lowest \$100 per mile.

I believe a few small branch lines have been paid in the United States at rather less than \$100 per mile.

I have already supplied you with a list of 53 of the leading Railway Companies in 16 of the different States of America, having an aggregate length of 3,612 miles of railway, which are paid an average of upwards of \$200 per mile per annum, for service predicated upon a single distributing mail each way daily, the companies undertaking to carry closed bags by any other passenger trains than their ordinary traffic may require them to run.

I must demur to your statement that the rate of payment at the New York Central Company, between Albany and Buffalo, is at the rate of \$173 per mile per annum.

The New York Central Company, whose line extends between Albany and Buffalo, a distance, as you state, of 298 miles, receives an aggregate from the Post Office Department of \$91,550 per annum, which is at the rate of \$307. 21 per mile.

It is true that for a portion of the distance they have a double or duplicate line of Railway; but those double lines do not average twelve miles apart, and they accommodate the same district of country, and for all practical purposes the amount paid to the New York Central Company is for the accommodation of a line of country of 298 miles in length, and for which, as I have stated, that they receive an average of \$307. 21 per mile. As in all other cases the New York Central run but one distributing mail train over their line each way daily, upon which service the payment is calculated, and they also carry closed bags in their baggage cars by the several other trains which their great passenger traffic requires them to run and of which the Post Office gets the benefit without extra charge.

Taking a careful review of the facts—remembering the paucity of the passenger traffic existing on the Grand Trunk Railway—bearing also in mind the great severity of the climate of Canada adding so largely to the cost of carrying on the postal service in winter—and further recollecting the great facility afforded by the construction of the Victoria Bridge, which has cost such an enormous amount of money, the Directors of this Company submit that the very highest rate paid upon any trunk line of railway in the

United States (all of which are in the enjoyment of a large and remunerative passenger traffic) would be an inadequate scale of payment for the Grand Trunk Railway of Canada.

In regard to the amount which you say I asked for the carriage of mails upon this Railway, amounting to \$360 per mile, you must have forgotten that in the official letter which I addressed to you on 22nd September, 1862, I asked \$300 a mile for the same service as that included in Mr. Brooks' award, and if you will refer to that gentleman's paper you will find that he considered \$300 a mile the proper sum, but expressed his willingness to accept \$250, provided the matter was *then* (July last) settled so as to permit of the Company's finance, being at once arranged. Mr. Watkin argued that the sum of \$250 thus proposed by Mr. Brooks to avoid delay, was altogether inadequate. I asked \$360 a mile, in a verbal conversation, subsequently, when you wished the Company to perform a particular description of service involving the running on some parts of the line of special trains at night for the sole use of the Post Office Department, and not required for the Company's ordinary traffic. The assumed discrepancy in the demands made by the Company does not, therefore, exist.

In regard to the figure which you quote as having been suggested by the Hon. Mr. Moffatt, the arbitrator on the part of the late Government, I have to remark, as I have done in previous communications, that Mr. Moffatt himself stated in the document which he drew up, that his views were submitted for the consideration of Mr. Brooks, with the object that when the latter gentleman had considered them, they might meet and discuss any points of difference that might be found to exist between them.

That further consideration was denied to Mr. Moffatt by the abrupt termination of the arbitration, and is certainly unfair both to Mr. Moffatt and the Company to assume, as final, his expression of views which were stated by himself to be submitted for consideration, and for further discussion hereafter, but which discussion never took place.

I must also remind you that in a paper discussing Mr. Moffatt's report, (which I placed in the hands of the Government,) a most material error was pointed out as regards the mail service performed by the New-York and Erie Railway Company, as stated by Mr. Moffatt, which completely altered the calculations upon which the figure he named was based.

I must here say that, pending a reference of the whole matter to arbitration, it is most inconvenient, to say no more, to be forced to discuss publicly those questions of fact and figures which should, and must hereafter, be decided semi-judicially, and also to the manifest impropriety of being obliged to discuss the proceedings of an arbitration which has not yet been completed.

Having now adverted to some of the prominent points raised in your Report to Council, I must in repeating the satisfaction of the Directors of the Company at finding that the matter is finally to be determined by disinterested Tribunal, again most seriously call the attention of the Government to the extreme hardship of the position in which the Company has been placed.

As was stated in the letter which the President of this Company and myself had the honor to address to the Provincial Secretary on the 21st July last, and to which letter no reply has been received, or its statements called in question, this Company agreed to the proposal made upwards of a year ago by His Excellency the Governor General in Council, to refer the question as to the amount to be paid for Postal service to arbitration.

They did this as a part of a scheme suggested by the Government for the settlement of the Financial difficulties into which the Company had fallen.

That scheme involved very large sacrifices on the part of the Bondholders and Creditors of the Company, without which sacrifice the Company would have been led into interminable legal contests which must have ended in entirely destroying the credit of the Company, and which would have rendered the continued working of the line impossible.

By the sacrifices thus made, which insured the continued working of the line, the country secured great advantages, and the minute of Council of October 1861 referred pointedly to the "disastrous consequences which would flow from a stoppage of the line."

Up to the present moment no benefit has accrued to those interested in the Company who have made such great sacrifices.

It was on the faith of an early award by the arbitration ordered by the Governor General in Council in October 1861 that all parties interested in the Company agreed to the concessions and sacrifices which have been made.

In July 1862 the Governor General in Council revoked the submission to arbitration and rendered useless all the proceedings under it to that time.

This came upon the Company with the greater surprise because the present Government, on the 27th May previously, had taken a very important step in the progress of the arbitration itself, and because the present Government, on the 9th of June, appointed Mr. Chief Justice Draper as the umpire in the arbitration, an office which that gentleman accepted.

The Company was, after the arbitration had been revoked, informed that the matter should be disposed of without delay by the Government itself in a satisfactory manner, without the intervention of third parties. Ever since July last we have been pressing for a decision, and now in October 1862, upwards of twelve months after the matter was first referred to arbitration, and after more than an entire year has been lost, to the great injury of the Company, we are informed that the matter is too complicated to be settled by the Government, and that Parliament will be recommended to authorize its being again referred to arbitration.

Here is again further and most ruinous delay.

Whilst heartily and fully concurring in the final settlement of the question by arbitration, the Directors of this Company cannot but feel that the case is one of the most extreme hardship, inflicting great injury upon the very large number of persons interested in this Company—delaying still further the final settlement of the financial affairs of the Company—injuring its credit, and paralyzing its progress and usefulness in developing the material interests of the country through which it runs.

These evils cannot fall upon the Grand Trunk Railway Company without Canada herself suffering a corresponding injury; and the Directors of this Company would not have done their duty either to those they represent, or to Canada herself, if they did not frankly and fully place the whole of the facts once more upon record.

As your Report is an entirely *ex-parte* statement, the Directors of this Company are sure that you will desire that this letter should have the same publicity that was given to your Report, and I therefore forward copies to the newspapers.

I have the honor to be, Sir,

Your most obedient servant,

C. J. BRYDGES,

Managing Director.

Hon. M. H. FOLEY, &c., &c., &c., Postmaster General,  
Quebec.

GRAND TRUNK RAILWAY OF CANADA,  
Managing Director's Office,  
Montreal, Nov. 27, 1862.

SIR,—I beg to acknowledge receipt of your letter of the 24th instant, and really am not in a position to suggest the course which the Post Office Department had better take in delivering the mails at the St. Lambert Station.

I have already expressed my regret that the difficulty should have occurred, and, although I still think that better arrangements on the part of the Post Office Department would have obviated the difficulty, I have punished the Conductor of the train for not supplying, by extra attention, the neglect occasioned, as, I think, by the parties taking the mails to the station.

I have, &c.,

(Signed,)

C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esquire,  
Post Office Department, Quebec,

POST OFFICE DEPARTMENT,  
Quebec, 28th Nov., 1862.

SIR,—The Postmaster General directs me to point out to you how injurious the existing train arrangements of the Grand Trunk Railway, under the time tables dated Monday last, are to correspondence throughout the country:

That, between Quebec and Toronto, it requires seven days to exchange a business letter.

That, between Montreal and Toronto, four days, and sometimes five, are required for the purpose.

And between Quebec and Montreal four days, and sometimes five; indeed, as regards Quebec and Montreal correspondence, business letters may be exchanged as quickly by the one horse mail sleighs, travelling over the old road via Three Rivers as by the Railway.

These facts are causing general complaint throughout the country, and the Postmaster General desires to remonstrate against such arrangement, and to call upon you to apply a remedy.

I am, &c.,  
(Signed,)

W. H. GRIFFIN,  
Dep. P. M. G

C. J. Brydges, Esq.,  
&c., &c., &c.

POST OFFICE DEPARTMENT,  
29th November, 1862.

SIR,—The Postmaster General regrets to find that the ordinary running of the trains on your road will not afford the means of forwarding, in due course, the mails for the Canadian Steamships when sailing from Portland, and that you have expressed an unwillingness to renew the arrangement of former years.

These mails arrive at Montreal from the Western States and Western Canada every Friday night, and Saturday afternoon being the appointed time for the sailing of the Ocean Steamers from Portland; these mails should reach Portland by one or two o'clock, p. m., of that day; this the Grand Trunk has hitherto accomplished, readily enough, carrying the steamer's mails and passengers by an accelerated train (for which an extra charge was paid by the Post Office) from Montreal to Island Pond and thence by the ordinary morning train to Portland, the interval of night hours between Montreal and Island Pond having been, under ordinary circumstances, sufficient for the transit.

Unless this connection between Montreal and Portland is made, the only alternative would seem to be to close all the mails for Europe, throughout the West, a day earlier than hitherto, which could not fail to have a most damaging effect on the reputation of the Canadian route generally, as compared with the routes via New York and Boston.

The Postmaster General will be glad to have your best consideration for this subject, and to know at your early convenience what arrangement you can offer for these mails, to secure the object in view:

(Signed,) W. H. GRIFFIN.

C. J. Brydges, Esquire,  
&c., &c., &c.

OFFICES OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,  
21, OLD BOND STREET, LONDON,  
29th Novr., 1862, E. C.

The Honorable  
The Provincial Secretary,  
Quebec.

SIR,—The Board of the Grand Trunk Railway Company have most anxiously considered the Order in Council of the 30th ultimo, and the Report of the Honorable Mr. Foley in reference to Postal Services.

The Board respectfully accept the decision of the Governor General in Council, who

now pledges himself, through his responsible advisers, to introduce a Bill for settlement of Postal claims by arbitration, in accordance with the practice in Great Britain.

The Board believe that such a measure is imperatively called for, and that its enactment will be regarded, here and elsewhere, as a pledge of equity and good faith on the part of the Province, in dealing with absent and unprotected persons, whose capital, at great past loss to themselves, has been embarked in Canadian railway.

In thanking His Excellency in Council, however, for the decision, the Board feel compelled, in duty to their constituents, and in good faith to their creditors, in England and in Canada, to protest against the proposals made as to the existing and past rate of remuneration.

However, widely the views of the Company and Government may differ, one thing has been distinctly proved, and as distinctly admitted, viz : That \$70 a mile is an inadequate remuneration for the services performed by the Grand Trunk Company for the Province. And the Company have, as they believe, made out an unanswerable case for a higher payment. That case has also been, to some extent, and however, insufficiently recognized by the Government arbitrator, Mr. Moffatt.

On what main ground, then, is a just settlement refused? While it is stated by Mr. Foley, that the Company had no official notice of the reduction of 1858, he contends that they did not, until 1861, sufficiently protest against the inadequacy of the proposed payments. It is submitted, however, that, were this true, it has no bearing on the question of what is just, fair and honorable, as between the Province and the Company. The Company earn large sums of money in the shape of postal revenue for the Province, and they claim to be fairly paid for the profitable work they thus perform.

But the allegation, even if worth anything, is erroneous. Since 1858, the Company have been in difficulties, and have constantly been pressing the Government of the day for a measure of Relief, in which the Postal payments would, of course, have been involved.

And, further, it will not be denied, at least by one member of the present Government, that the late President of the Grand Trunk Company protested, at the time the Order in Council of 1858 was submitted, against the rate fixed therein, as entirely inadequate, though he did not further oppose the proposition, being, unfortunately for the Grand Trunk Company, a member of the then Government.

But, even assuming that gentlemen, entrusted with the Company's affairs in Canada, failed in satisfying some such technicality affecting the interests of absent parties, surely it cannot be seriously contended by a powerful Government, dealing with a private undertaking, that, therefore, substantial justice is to be denied. The Board here will never believe that either the Government or the people of Canada would covet any paltry saving produced by such an argument.

The report of Mr. Foley, while most fairly admitting facts which, obviously and notoriously true as they are, have hitherto been ignored, is marked by many erroneous propositions, which the Directors of the Company in Canada have, no doubt, already corrected. Some of these errors are so glaring that the Board all the more regret to find them taken as proved evidence in such a case; and, while they might complain of the use of private letters and documents of the Company, confidentially communicated to a member of the Government, they must, at all events, respectfully protest against their misquotation.

The report of Mr. Smith, upon which the Order in Council of 1858 was based, has only now found its way to the light, through the frankness and consideration of Mr. Foley. That report is also open to similar criticism.

The Board learn that, on one important question of fact, viz., the alleged exclusive use of the mail trains in England for Postal purposes, an absolutely false statement has been made, has been printed, and has been repeated (even after its disproof,) to the Government arbitrator, Mr. Moffatt, to the detriment of the Company's claims.

The Act of Parliament enabling the Governor General in Council to determine the rate of remuneration for Postal Services, cannot have contemplated an unjust, or even an *ex parte* decision, still less a decision founded upon proved errors, or contrary to tendered evidence.

In 1858, and again in 1862, the Company have had no opportunity given to them of being heard, or of producing evidence before His Excellency in Council. Erroneous propositions have, therefore, remained, per force, unanswered, and the decisions of His Exce-

lency in Council have been affected accordingly. This is obviously inconsistent with every principle of justice.

The Board must, therefore, respectfully, but in the strongest manner, contend that the intentions of the Act have not been complied with.

For these reasons the Board appeal to His Excellency in Council to reconsider the rate of remuneration proposed, as from 1858 to the present period, and either to hear the whole evidence judicially, giving the Company an opportunity of proving their case, in the usual manner, or to rescind the decision thus arrived at, and to permit the past, as well as the future, rate to be fixed by arbitration, under the proposed Arbitration Act.

They also ask for payment, hitherto entirely withheld, and without any reason assigned, for the mail service performed for the Canadian Government upon the railway between Portland and Island Pond.

The Board respectfully press for an answer at the earliest possible period, dependent, as the operations and credit of the Company are upon the result.

I have, &c.

On behalf of the Board,  
(Signed,) EDW'D WATKIN, *President*  
Of the Grand Trunk Railway of Canada.

GRAND TRUNK RAILWAY OF CANADA,  
MANAGING DIRECTOR'S OFFICE,  
Montreal, December 1st, 1862.

SIR,—I beg to acknowledge receipt of your letter of the 28th ult., relative to the existing train arrangements on this Railway, and to the time-table which came into operation on the 24th ult.

The passenger trains upon this Railway, which carry the mails, have been arranged to suit the Company's passenger business; and I need not remind the Postmaster General that, at an interview which I had with him lately in Quebec, I informed him that I should proceed to arrange the trains in such a way as was required by the passenger traffic on the Railway, to which arrangement I understood the Postmaster-General to assent.

There is no present intention to make any change in the existing time-table.

I may remind you that this Company, since it began to run trains, has never received from the Post Office Department any schedule of time which the Post Office Department desire; nor have they received, in any way whatever, any intimation that the Post Office Department required any particular description of service or hours of running.

Under these circumstances, of course, the Company can only regulate its trains in such a way as it finds most convenient to the passenger traffic using the Railway, and this has been the course adopted in the time-table now in operation.

If it is the desire of the Postmaster General to have trains run, carrying mails, at any particular hours, or continuously between the extreme points of the Railway, the Company will be quite prepared to run such trains upon being adequately paid for the service which they will be called upon to render.

I have, etc.,  
(Signed) C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esq.,  
Deputy Postmaster General,  
Quebec.

GRAND TRUNK RAILWAY OF CANADA,  
Managing Director's Office,  
Montreal, December 1st, 1862.

SIR,—I beg to acknowledge receipt of your letter of the 29th ultimo, relative to the carrying of mails for the ocean steamers sailing from Portland.

The trains now running upon this railway afford the fullest accommodation that the Company are in a position to afford; looking to the amount of traffic desiring to use those trains.

If any extra accommodation is required by the Post Office Department beyond that supplied by the ordinary trains, as set forth in the time-table, the Company will be quite ready to run any such trains upon being requested to do so by the Post Office Department, and being properly paid for the service thus rendered.

The amount of traffic from the west to Portland does not justify the running of a continuous train from Toronto to Portland.

The arrangement of the trains now in force amply accommodates the business offering, and is all that the Company can, with a due regard to economy, furnish.

The train from Toronto arrives in Montreal at eleven o'clock, P. M.

If the Post Office Department wish the mails for the Canadian steamers to leave Toronto as late as Friday morning, it will be necessary to run a train specially for the conveyance of the mails from Montreal to Portland.

Such a train can be run, reaching Portland at from one to two o'clock on Saturday; and upon receiving from the Postmaster General a requisition to run such a train, the Company will be prepared to do so upon being paid for the service at the rate of \$1 per mile run.

If such an arrangement will not suit the views of the Postmaster General, I can suggest no other course but that the mails from Toronto should leave on Thursday morning.

I have, &c.,

(Signed,)

C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esq.,

Deputy Postmaster-General,  
Quebec.

POST OFFICE DEPARTMENT,  
11th December, 1862.

SIR,—I am directed by the Postmaster General to acknowledge the receipt of your letter of the 1st instant, in reply to mine of the 28th ult., relative to existing train arrangements on the Grand Trunk Railway.

The Postmaster General instructs me to say that he very well remembers your stating to him, during an interview had with him here sometime ago, that you intended making alterations (the particulars of which you did not define) in the running of your trains, but he could not have supposed that these alterations would be such as virtually to afford no better accommodation to the public than could be obtained by ordinary sleigh conveyance during the winter months. Nor did he in any way give his assent to such an arrangement, an arrangement in which he regrets to learn there is no present intention to make any change. Had the existing time-table been framed with the special design of causing inconvenience to the business community, it could not have served that purpose more certainly than it does.

You say you desire to remind me that the Company, since it began to run trains, has never received from the Department any schedule of time, nor any intimation of any particular description of service or hours of running, and that under the circumstances the Company can only regulate its trains in such way as it finds most convenient to the passenger traffic using the Railway; and that this has been the course adopted in the time-table now in operation. In this respect the Grand Trunk Railway Company has been in exactly the same position as all the other railway companies of the Province, but on its part alone has there been any disposition manifested on that account to lessen the postal facilities to which the public are entitled, or to raise an issue with the Department. It is scarcely reasonable for it to complain that hitherto it has been allowed to suit itself alone as to time and other circumstances. Further than this, bearing on the past, the Postmaster General directs me to remark that he considers himself in no wise accountable for omissions or negligences if such existed. Since he assumed the duties of his present position, his anxious desire has been so as to conduct the affairs of the Department in this respect as to occasion as little

inconvenience or expense to the railway company as was consistent with the efficiency of the postal service, and the reasonable requirements of the public. Actuated by this motive, he has studiously avoided asking for, much less insisting upon anything which could be construed into the exacting of a service in the least degree burdensome to the Company. But this disposition, met as it now is by the Company, with an apparent determination to obtain from the Department terms at once unreasonable and in excess of its former demands, he feels that he has no alternative but to define the service required, and to insist on its being performed within the strict meaning of the law.

In the present arrangements for the running of trains between Montreal and Toronto, the Postmaster General is willing to acquiesce, provided there be a regular service performed each way daily.

From Toronto to London he demands a continuous daily service, so that correspondence and other mail matter from Montreal and intermediate places be forwarded westward forthwith on the arrival of the trains at Toronto, and that the mails from London and the stations intervening may reach Toronto so as to connect with the morning train from that city eastward.

He requires that the mails shall leave Montreal for Quebec on the arrival of the train from the West, and that the mails westward from Point Levi shall leave not earlier than 4 o'clock on each afternoon, and arrive at Montreal in time to connect with the morning train thence westward.

The mails may be conveyed as at present westward from London and eastward of Point Levi.

From Montreal to Portland the Postmaster General demands the running of a train weekly, immediately on the arrival of the Ocean mail train from the west, so as to reach Portland in time for the departure of the steamer on her regular voyage; and in like manner a train from Portland to Montreal, leaving Portland immediately on the arrival of the ocean steamer from Europe.

He reserves the right at any time to change or modify these directions on giving reasonable notice to the Company.

He further directs me to protest against the assumed right of the Grand Trunk Railway Company to decide how many, and at what places, interruptions may occur in the conveyance of the mails. The Company's pretention to the power thus to delay the regular transmission of the correspondence of the country at Toronto and Montreal would, if assented to by the department, imply the like authority to delay the mails at any and every other station along the line, should it imagine it to be to its interest to throw obstacles in the way of the proper performance of the public services. Convinced that it has no such power thus to obstruct, for its own purposes, the regular operations of the Post Office Department, the Postmaster General claims for the Government the exclusive right of deciding as to what railway service shall be regarded as special, and what as ordinary.

The remuneration for ordinary trains will be at the rate already fixed by law, and for special or other than ordinary trains, according to a scale to be determined upon.

The Postmaster General directs me, in conclusion, to express his earnest hope that on further consideration the Company will perceive it to be for its interest, as it certainly is for that of the public, not to persist in a departure from the course and practise which, until recently, had marked its intercourse with the department with reference to the conveyance of the mails, and thereby render it unnecessary for the Government to interpose its undoubted authority with a view to the enforcement of the due fulfilment of the reasonable postal requirements of the country.

(Signed,)

W. H. GRIFFIN,

Deputy Postmaster General.

C. J. Brydges, Esq.,

&c., &c., &c.,

Grand Trunk Railway,  
Montreal.

## GRAND TRUNK RAILWAY OF CANADA,

Managing Director's Office,  
Montreal, December, 16, 1862.

SIR,—I beg to acknowledge the receipt of your letter of the 11th inst., relative to existing trains management on the Grand Trunk Railway.

I do not think it is necessary for me to say anything more than I have already done with reference to the conversation which I have had with the Postmaster General, in regard to the running of the trains upon this Railway.

I intended to express to him that it was the Company's intention to run their trains in future in such a way as would be most convenient to the Passenger Traffic, and I certainly understood the Postmaster General to assent to that proposition.

The Trains have been arranged with a view of giving all the accommodation required by the existing Passenger Traffic, and the Directors of this Company can only regret that the very small amount of that traffic on the Grand Trunk Railway, will not, without fair payment, permit of the running of the increased number of trains which the Postmaster General considers necessary for the convenience of the Post Office Department.

I must respectfully dissent from your statement, that there is any disposition on the part of this Company, either to lessen the postal facilities afforded by the Railway, or to raise an issue with the Department.

This Company, as I have already explained, both verbally and in official communications, is, on the contrary, extremely desirous to do everything in its power to accommodate the Postal service of the Country, and to meet the just requirements of the Post Office Department.

They claim, however, that they should be adequately and fairly paid for the services which they may be called upon to render, and that it is unreasonable to ask them to run trains not required by the ordinary traffic of the Railway, and therefore *special* for Post Office purposes, without at the same time adequately compensating them for the cost at which trains can only be run.

In regard to the service which your letter now states the Postmaster General desires to have performed by this Company, I beg to repeat what I have already said in my official letter of the 22nd September, that this Company will be fully prepared to run a continuous train between Quebec, on the one hand, and Sarnia on the other, with a distributing Post Office car attached, upon being paid for such service at the rate of \$300 per mile of Railway, per annum, and in fixing the hours at which such continuous trains shall be run, the Company will be glad to co-operate with the Postmaster General, so as to afford the greatest possible accommodation and convenience to the Postal Service of the country.

When you refer to the services rendered by other railways in the Province, I must remind you that there is no railway in Canada except the Grand Trunk railway, which is of so great a length that it cannot and does not, as a matter of fact, run its trains from end to end during the ordinary working hours of the day. For instance there is no other continuous railway in the Province which runs through trains for so great a distance as are run by this company between Montreal and Toronto alone.

There is no railway in the Province, and there has not been for several years, which runs any train during the night carrying a distributing post office car.

Upon all the other lines in Canada a distributing post office car is run upon day trains and upon them only.

There is only one railway in Canada which runs night passenger trains at all, and that only because it happens to have a large American through passenger traffic which makes it profitable to run such trains, but although on that one railway night trains are run the Post Office department has not any distributing cars upon such night trains.

I submit, therefore, that inasmuch as the great length of the Grand Trunk Railway between Quebec and Sarnia renders it impossible for a continuous train to be run without requiring it to travel upon some portion of the line during the night, and inasmuch as there is no through passenger traffic which demands or would pay the Company for the running of any such continuous trains throughout its entire length, that if the Post Office department require the Company to run such a continuous train, some portion of which must be run at night, it is only fair and reasonable that the Post Office department should adequately pay the Company for the special work thus required.

With reference to the request of the Postmaster General that a train should be run from Montreal to Portland every Friday evening on the arrival of the train from Toronto, I beg to repeat what I stated in my letter of the 1st instant, that I shall be prepared to run that train, upon the Post Office Department agreeing to pay for it at the rate of one dollar per mile. In the same way I shall be prepared to run a train from Portland to Montreal immediately on the arrival of the Ocean Steamer at the former city, upon being paid for such service at the same rate of one dollar per mile.

I observe that the Postmaster-General claims the exclusive privilege of deciding what service shall be regarded as special, and what as ordinary, and that he proposes that the remuneration for ordinary trains will be at the rate already fixed, viz., \$70 a mile.

Upon this latter point I must remind the Postmaster General that he has, on several occasions, stated to me his decided opinion, that such a rate of \$70 per mile was clearly inadequate for the services now performed. And I need hardly point out that if the Post Office Department are to require trains to be run, which are not required for the ordinary traffic of the Railway, and are then to be at liberty to decide that such trains are "ordinary," and therefore, to be paid for at a rate which the Postmaster General has already pronounced inadequate, a hardship would be inflicted upon the Grand Trunk Railway Company, which would be of a most serious nature, and such as I feel sure no Government would contemplate inflicting.

In conclusion, I beg to assure the Postmaster General that the Directors of this Company have the most anxious desire to do everything in their power to accommodate the public requirements of the country through which the Grand Trunk Railway runs. It is upon the business arising in the country that the future prosperity of the Company depends, and they believe it is by a strict adherence to commercial principles alone that success can ever be hoped for. In working the railway commercially, no work must, if possible, be done for which adequate remuneration is not received, and the Directors of this Company feel well assured that the Government will, on the facts being placed before them, be the last to demand the performance of great and costly services without full and fair payment, especially as the Postmaster General has expressed his decided opinion that the rate you now propose to pay for "ordinary" services is so clearly inadequate.

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

(Signed)

C. J. BRYDLES,  
Managing Director

POST OFFICE DEPARTMENT,  
20th December, 1862.

SIR,—I am directed by the Postmaster General to acknowledge the receipt of your letter of the 16th instant, and, in reply, to say that you have not answered mine of the 11th, as to whether or not you intend compliance with the requirements therein made.

The rate of remuneration, as you have already been repeatedly informed, is for His Excellency the Governor General in Council to determine, and that rate having been so determined in the manner prescribed by law, it was but left to the Postmaster General to define the service required. This, on your requisition, he did, and he awaits a definite statement as to whether or not you purpose its performance as indicated.

With respect to your reference to the Postmaster General's admissions of the insufficiency of the awarded remuneration to the Company, I am to remind you that any passing remark tending to that conclusion, which during the course of the investigation may have been made by him, was founded on the presumed authenticity of statements by yourself and others on behalf of the Company. A full examination having established to a great extent their incorrectness, the Postmaster General is by no means satisfied that the rate paid to the Company for such service as it at present gives, is at all below its fair value, but rather the contrary.

The Postmaster General desires me to express the hope that you will, without further delay, state, in a direct and disinterested manner, your intentions in regard to the performance of the required service.

I am, &c.,

(Signed,)

W. H. GRIFFIN,  
Deputy Postmaster General.

C. J. Brydges, Esq.,  
&c., &c., &c.,  
Grand Trunk Railway, Montreal.

POST OFFICE DEPARTMENT,  
2nd January, 1863.

SIR,—Presuming that, as a rule, you would prefer to have the free Passes for the Grand Trunk Railway, held by the several Officers of this Department during the past year, now returned to you, I am to inquire whether you wish them sent to you for exchange for those of the current year.

I am, &c.,

(Signed,)

WM. WHITE,  
Secretary.

C. J. Brydges, Esq.,  
&c., &c., &c.,  
Montreal.

POST OFFICE DEPARTMENT,  
8th January, 1863.

SIR,—I am directed by the Postmaster General to acknowledge the receipt of your letter of the 3rd instant, in reply to mine of the 20th ultimo, and to express his regret that while persisting in the urging of irrelevant issues, you fail to state the intentions of your Company as to the demands made on you arising out of your requisition for a description of the service required by this Department.

In your letter of the 1st December you made it an occasion of complaint that your Company, since it began to run trains, had never received from the Department any schedule of time nor any intimation of any particular description of service or hours of running.

In mine of the 11th of the same month, all ground of dissatisfaction on that head (if any such existed) was removed by a statement in detail of what was deemed necessary, and a formal demand of its performance was at the same time made.

Instead of an explicit reply as to whether or not you would perform the service thus defined in your own asking, you proceeded to re-enter upon the matters already formally disposed of, and wholly beside those under consideration.

The Postmaster General directs me to repeat that he will not be drawn into a renewal of discussions on these points, and with respect to them has but to add that he neither concurs in the accuracy of your statement of facts nor in the conclusions drawn by you from arguments founded on assumed and fallacious premises. He, therefore, directs me again to remind you of your failure to state the determination of your Company with respect to the demand for service contained in my letter of the 11th ultimo.

I am, &c.,

(Signed,)

W. H. GRIFFIN,  
Deputy Postmaster General.

C. J. Brydges, Esq.,  
&c., &c., &c.,  
Montreal.

GRAND TRUNK RAILWAY OF CANADA,  
 Managing Directors Office,  
 Montreal, 3rd January, 1863.

(Copy.)

SIR,—I beg to acknowledge the receipt of your letter of the 20th ultimo, and in reply to say that this Company is quite prepared, as it always has been, to perform any service which the Post Office Department may require upon being fairly paid for what it is called upon to do.

I beg here respectfully to refer the Postmaster General to the letter which I addressed to his predecessor in office, on the 26th April, 1862, when I pointed out that for many years the Company had been running trains, especially during the winter, which were not required for its ordinary passenger traffic, and had therefore been run specially for the accommodation of the Post Office Department.

In that letter I pointed out that the working of the Railway on the proper commercial principle of doing no work for which adequate payment was not received, required the discontinuance of trains which did not pay for their running,—that I was fully aware such a course would not suit the convenience of the Post Office Department, and that as the Company was most anxious to do everything in its power to accommodate the interests of the country, it would, in the belief that the arbitration then pending, would do justice in the matter, continue the running of trains said to be essential to the postal service, but not required by the Company's ordinary traffic.

I stated in conclusion, as follows: "I beg distinctly to repeat that this Time table is one which is not required by the passenger traffic of the Grand Trunk Railway, but will be adopted for the purpose of endeavoring, during the session of Parliament especially, to supply the country with a through communication every day between all parts of the Province, and the place at which the Legislature sits. I am satisfied that this arrangement is one which commercial reasons do not justify, and it can only be continued in future by the Government being prepared adequately to remunerate the Company for the great extra expense which they are put to in running trains required for the carriage of mails."

The trains were accordingly run for several months to suit the Post Office Department, and entailed a very serious loss upon this Company.

When the usual alteration of trains was again made last summer, experience had proved the entire correctness of the views expressed in my letter of the 26th April 1862, and the trains were therefore arranged to suit the Company's passenger business, in the hope that by so doing, the line, as far as regards passenger traffic, might be made self supporting.

To that arrangement of trains the Postmaster General objected as inconvenient to the Postal Department, and after several interviews with him, I addressed him officially on the 16th September, again repeating the earnest desire of the Company to do every thing in its power to accommodate the public service, but pointing out the great loss which was incurred in doing so.

In that letter (to which I beg to refer the Postmaster General) I recapitulated and enforced the statements made in my letter of the 26th April 1862, already referred to and after again expressing the anxious wish of the Company not to take any step which might in any way prove injurious to the public convenience, I made the following suggestion.

"I beg to say after the interviews which I have had with you, and relying with the utmost confidence upon the statements which you have made, that you will endeavor within a month from the present time, to arrive at a conclusion as to what in your judgment, is the fair and proper payment to be made by the Government of the country for the carriage of mails upon the Grand Trunk Railway, I will on and after Monday next, run a train from Montreal on the arrival of the mail train from Toronto, which will enable mail matter to be delivered in the City of Quebec, by noon on the day after that on which letters and papers are despatched from the City of Toronto. To do this I shall be compelled to run a train, at an hour which will be entirely useless for the accommodation of the passenger traffic between Montreal and Quebec,—in fact the running of this train will be solely with the view to give that accommodation to the postal service which you state the public convenience so greatly requires.

"In complying with your request, this Company will be put to an expense of at the very least \$150 a day, and we will do this as a temporary measure for the purpose of giving a further evidence, if any is necessary, of our sincere desire to do every thing that is possible, properly to accommodate the public service, relying upon the assurance which you have conveyed to me that no time shall be lost in arriving at a decision, as to that fair and just payment which ought to be made to this Company for the services it has so long performed."

To this the Postmaster General consented, and a night train between Montreal and Quebec was put on. It ran for nine weeks and only carried an average of 3 through passengers, all of whom would have gone by the other trains which the Company was compelled to run during the day time to accommodate its local traffic.

When the Postmaster General made his report on the 29th October 1862, in which he stated the impossibility of his deciding what was a fair payment to this Company, I informed him that the usual winter change had to be made, and that I must arrange the trains in such a way as would best suit the requirements of the passenger traffic, and to this I understood the Postmaster General to assent.

This is the course that has been pursued, and I can only again repeat, on the part of the Directors of this Company, their perfect readiness to run any trains which the Postmaster General may consider necessary for the proper accommodation of the postal service, upon being fairly paid for the work required. Or to give a further proof, if any is required, of the earnest desire of the Company to meet the public requirements in every possible way—the required trains shall be put on at once, upon the Government referring the question of the payment to be made to this Company, to the arbitration of disinterested persons, to be chosen in the usual manner, the deed of submission requiring their award to be made within six weeks.

The remark in your letter that the Governor in Council having determined the rate of remuneration for carrying the mails, it is "but left to the Postmaster General to define the service required," can hardly I think be intended to be seriously urged.

In all commercial transactions the price of work depends upon its quality and extent, and I submit that the proper and usual course is, in the first instance, to decide what service is required, and then to settle the price which is to be paid for it, and not as your letter puts it, to fix upon a particular rate of payment, without reference to the service required, and then to call upon the Company to perform an extraordinary amount of work not contemplated when the rate in question was suggested.

But apart from this manifest argument, which must commend itself to the reason and sense of justice of the Postmaster General, he cannot, I think, have considered the consequences to which the principle he enunciates and the authority he seeks to exercise must necessarily lead. It would plainly result in making the Company entirely dependent on the Government of the day, and in establishing a control and responsibility on the part of the Government towards the Company which it has been the object of all recent legislation to do away with. With what independence could the Company act if any of the heads of the departments of the Government can arbitrarily compel it to perform work without fair and reasonable payment, and, as in the present case, to many times the extent contemplated at the time a particular and admittedly inadequate rate of remuneration was suggested?

The Postmaster General cannot surely have forgotten the peculiar circumstances of this Company, so as to make it necessary for me to remind him of the ordeal through which it is passing. He is well aware that last year the Company's position was so critical, and the difficulties which surrounded it were so imminent, that it was a question whether the road could be kept open at all.

The preamble to the Arrangements Act of last session setting forth that the continued working of the line was "*imperiled*," and declaring that "the keeping open of the railway for traffic" was "*of the utmost importance to the interests of the Province*."

When last year the creditors and all the various classes interested in the Company submitted to the severe sacrifices they were called on to make, it was on the distinct understanding that the resources of the concern should be husbanded in every possible way, and the most rigid economy, compatible with safety, was imperatively demanded, in order to prevent the disastrous consequences to the trade of the country which would have been caused by the stoppage of the line.

The Company, on its part, is striving faithfully to carry out its compact with the public and its creditors and bondholders. It is endeavoring to give the largest measure of facilities to the trade of the country, in the way of carrying freight, as well as passengers, but to accomplish this, no work must be done which is not in itself remunerative. If the proposition of the Postmaster General were to be carried into effect, I have no hesitation in saying that it must, and would, not only most seriously lessen the Company's power of carrying on the ordinary business of the country, but that the extra charges which he would force the Company to incur, for running post office trains without any remuneration whatever, would, without doubt, in the end bring about the same deplorable condition of financial embarrassment as that which preceded last year's legislation, and which so imminently threatened the very existence of the Company.

Foreseeing, then, the consequences which must follow in giving practical effect to the requirements of the Postmaster General, I have thought it my duty thus plainly and frankly, though most respectfully, to remonstrate against their enforcement, and against being called on to perform a service, on terms which no private person would for a moment think of asking for himself; and I feel well assured that all interests and classes in the commercial community of Canada dependent on the facilities of railway transport, must suffer, if the literal demands of the Postmaster General are to be complied with, without regard to their cost to us; nay, that the very Post Office service itself, for which he is naturally solicitous, and for which every other business of the country must, if it is to be carried on as required, be made subordinate, could not be eventually kept up.

But passing from these considerations of a general character, I must further remind the Postmaster General of the fact that the Report of his predecessors in September, 1858, suggesting a rate of \$70 a mile, expressly states that he had in view the carrying of the mails upon the "ordinary traffic trains of the Company," whilst now the Postmaster General proposes to apply that rate, which has been admitted to be so clearly inadequate, even for the carriage of mails upon the ordinary trains of the Company, to a service requiring the running of a considerable number of trains daily, solely for Post Office purposes, and which are not required for the ordinary business of the Company.

In regard to the remark of the Postmaster General, as to the statement he made to me with reference to the inadequacy of the rate suggested by his predecessor, I have simply to say that the Postmaster General on several occasions voluntarily expressed to me his opinion that the rate of \$70 a mile was inadequate for the service performed; and that those statements were made to me in our official interviews, both before the Company's documents were laid before the Government, as well as afterwards, and also both before and after he had been placed in possession of the incomplete statement of the Hon. Mr. Moffatt, the arbitrator appointed by the late Government, which, inadequate as its conclusions were, more than doubled the amount proposed to be paid by the late Postmaster General.

I must also remind the Postmaster General that his own Report to Council, of the 29th October last, very distinctly admitted the impossibility of his coming to a decision as to what the proper rate of payment should be, which certainly is the very strongest official confirmation of the opinion he so frequently expressed to me verbally, that the rate suggested by his predecessor was clearly inadequate.

I will only add in conclusion, that when a night train was run between Montreal and Quebec last winter, it did not carry from points west of Montreal an average of three through passengers a day, during the months of December, January, February, and March, and the hours at which it was run were most inconvenient to the local traffic of the district.

To require the Company to run a train under such circumstances, without adequate compensation from the Post Office Department, would, I submit, be a virtual confiscation of the property of the Company, and entirely destructive, by the action of the Government, of the efforts now being made to work the Grand Trunk Railway as a simple commercial undertaking.

I have, &c.,  
(Signed,) C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esq.,  
Deputy Postmaster General,  
Quebec.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
 Managing Director's Office,  
 Montreal, January, 5th, 1863.

SIR,—I have the honor to acknowledge the receipt of your letter of the 2nd instant and shall be glad to receive the expired passes issued to the Officers of your Department for the year 1862.

The different Railway Companies in Canada have come to an agreement not in future to issue passes to Government Officials: and, under that arrangement it will not of course be possible for me to renew the passes to which you refer.

I have the honor to be, Sir,

Your obedient servant,  
 (Signed,) C. J. BRYDGES,  
 Managing Director.

W. White, Esq.,  
 Secretary, Post Office Department,  
 Quebec.

POST OFFICE DEPARTMENT,  
 12th January, 1863.

SIR,—With reference to your letter of the 5th instant, informing the Postmaster General that the annual passes always hitherto given by the Grand Trunk Railway to the Postmaster General and Post Office Inspectors, cannot be renewed by you for the year 1863, in consequence of an agreement come to by the Railways of the Province generally, not in future to issue passes to Government Officials, I beg to remark that, as regards other Canadian Railways, the passes for 1853 have as yet been issued without hesitation, and that the Grand Trunk is the only road that has objected to renew, or that has made any allusion to the agreement adverted to.

However, you may perhaps, upon further consideration, perceive that any such general rule should not reasonably be made to apply to the P. O. Inspectors, who are compelled to travel over the Railways to assist in carrying out the Railway Post Office work.

You must yourself desire that the Railway Mail Clerks and other Post Office employes engaged in the business of the Railway mails should be kept properly instructed in their duties, and that their conduct whilst on duty on the Railway, should be under proper surveillance, and indeed provision for such superintendence is an indispensable part of the General Railway Post Office arrangement, but it can only be exercised by the frequent travel over the Railways of the inspecting offices of the Department.

It is true that whatever the Officers of the Post Office may be charged by the Railway, whilst thus engaged in their Railway Mail duties, can be deducted from the Railway Mail compensation, but this would unavoidably entail a very irksome process of account without any other apparent result than the trouble incurred in keeping it.

I am, &c.,  
 (Signed,) W. H. GRIFFIN,  
 Deputy Postmaster General

C. J. Brydges, Esq.,  
 &c., &c., &c.,  
 Montreal.

POST OFFICE DEPARTMENT,  
 Quebec, 12th January, 1863.

SIR,—I am directed by the Postmaster General to advise you that payment of the sum of \$60,000 (sixty thousand dollars) has been made by this Department to the Receiver

General of the Province to be placed to the credit of the Grand Trunk Railway as payment of the mail service performed by the Railway for the year 1862.

I am, &c.,  
(Signed)

WM. WHITE,  
Secretary.

C. J. Brydges, Esq., &c., &c.,  
Grand Trunk Railway, Montreal.

GRAND TRUNK RAILWAY OF CANADA,  
Managing Director's Office,  
Montreal, January 15th, 1863.

SIR,—I beg to acknowledge the receipt of your letter of the 12th instant, advising me that payment of the sum of \$60,000 (Sixty Thousand Dollars) has been made by the Post Office Department to the Receiver General of the Province to be placed to the credit of the Grand Trunk Railway Company as payment for mail services performed in the year 1862.

In regard to the amount of \$60,000 you do not furnish any information to show how that sum is arrived at, but I beg on the part of this Company distinctly to state that it is not a sum which they can in any way whatever accept as an adequate payment for the services rendered for the past year; but that on the contrary they claim a very much larger amount indeed as the fair and proper equivalent for the services which they have rendered to the Post Office Department.

As the question, with reference to the proper sum to be paid to this Company for the carriage of mails has already been the subject of much correspondence between the Government and this Company, I need not do more now than formally protest against the insufficiency of the amount mentioned in your letter.

I must further say that the payment by the Post Office Department to the Receiver General for mail services performed by this Company is not a course in accordance with the law, and is not one to which this Company can consent.

By the Act relating to the affairs of this Company, passed in the last Session of Parliament, it was distinctly declared that all moneys for Postal Services and conveyance of troops and military stores and munitions of war, should be appropriated solely to the payment of the present debts of the Company in the mode provided in subsequent clauses of the Act.

That Act came into operation by its acceptance by the Bond and Shareholders of the Company as required by the 39th clause on the 8th August last, and from that date this Company claims from the Government the payment in cash of such amounts as may be due to it for the carriage of mails, troops, military stores and munitions of war, for the purpose of appropriating them in the manner provided for in the Act to which I have referred.

This matter has been submitted to the highest legal authorities both in Canada and in England, and no doubt whatever is entertained as to the law requiring whatever sums are due to this Company since the 8th August last, to be paid in cash for the benefit of all the creditors of this Company.

I have the honor to be, sir,  
Your obedient servant,  
(Signed,) C. J. BRYDGES,  
Managing Director.

GRAND TRUNK RAILWAY OF CANADA,  
Managing Directors' Office,  
Montreal, 21st January, 1863.

SIR,—I beg to acknowledge the receipt of your letter of the 12th instant upon the subject of free passes to officers of the Post Office Department.

With reference to your statement that these passes have been renewed without hesitation by the other Canadian Railway Companies, I can only say that it has been agreed

between this Company, the Great Western Company, the Buffalo and Lake Huron Company, and the Northern Company, not in future to issue passes to Government officials, and that since the receipt of your letter I have received distinct assurances from the officers of the Companies I have named, that they have in no case whatever departed from the arrangement which has been entered into. I am, therefore, at a loss to know what Companies have renewed passes to the officers of the Post Office Department.

I need, I hope, hardly say that this Company is extremely desirous to do everything in its power to facilitate the proper working of the Post Office Department, and that the work performed upon the trains of the Company should be properly looked after, but I cannot think that we should be called upon to perform all this work for nothing; nor that if you think it necessary to send Inspectors to look after the working of the Travelling Post Offices on this Railway, that any payment they may have to make in travelling should be deducted from the sum to be allowed for the carriage of Mails.

It is of course perfectly clear that permanent annual passes can be used whether the holder is travelling officially on business of the Post Office Department, or on his own private affairs; and I am quite sure the Postmaster General would not wish to ask the Company to provide free passes for Officers of the Post Office Department when they travel on their own private business, or that the Company should provide passes for those the Post Office Department may wish to send on visits of inspection to the established Offices of the various towns and cities in Canada.

It might perhaps obviate the difficulty which has now arisen if the Post Office Department would give the Railways a list of the Inspectors whom they wish to have passes for when travelling upon the several lines of Railway, stating the points between which they wish each one to travel.

Upon that being done I have no doubt whatever that the four leading Railway Companies of the Province would be prepared to name a reasonable rate per mile at which they would issue tickets enabling the holder to travel between the desired points.

I am, &c.  
(Signed)

C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esq.,  
Deputy Postmaster General,  
&c., &c., &c.,  
Quebec.

GRAND TRUNK RAILWAY OF CANADA,  
Managing Director's Office,  
Montreal, Jan. 22nd, 1863.

SIR,—I beg to acknowledge the receipt of your letter of the 8th instant, in reply to that which I had the honor to address to you on the 3rd instant.

The Directors of this Company cannot consider that the views expressed in my letter of the 3rd instant are in any way irrelevant to the matters in discussion between the Company and the Post Office Department; on the contrary, they consider that they have a most material bearing on the question, and that I should not be doing my duty if I did not place them fully before the Postmaster General.

You are also mistaken when you say that I made a requisition for the description of services required by the Post Office Department.

If you will be good enough to refer to my letter of the 1st ult., you will find that, in reply to your statement that the present arrangement of the trains did not suit the requirements of the Post Office Department, I simply state that the Company had been carrying mails, for a number of years, on their trains, without ever having received from the Post Office Department any intimation as to their desire to have any particular service performed; and therefore, in making up the time-table, it has been arranged with the object of giving such an accommodation to the public as the extent of the passenger traffic of the Railway demanded. This was certainly not asking for a requisition as to the services required, but

simply stating a fact which was perfectly well known to all parties. Neither was the very general description of service set out in your letter such a practical requisition as the Company could act upon.

It gave no hours of departure or arrival, and would not enable the Company to make out a time-table for working the trains on a single line of Railway, requiring, as it does, the utmost possible exactness in arranging for the passing of a great number of trains in a distance of 600 miles.

Your general statement of services required also included a demand for the running of certain trains, but without again specifying the hours, on that portion of this Company's Railway between Island Pond and Portland, lying beyond the limit of the Province of Canada, and which portion has not been constructed by this Company but is leased by them.

The Postmaster General must have forgotten, when he directed you to make that demand, that, as regards Railways running through the United States of America, the Canadian Government is not in a position to demand the performance of an expensive special service, and at the same time to decide, as the Postmaster General claims the right to do for work to be done by the Post Office Department of Canada, that such service shall be carried on at rates of payment which do not cover the cost incurred in supplying them.

I can only again repeat what I have already frequently stated, that this Company is most anxious to do everything in its power to supply whatever service may be required by the Post Office Department, and that we shall be ready at any moment to put any such service in operation, upon being adequately and fairly paid for the work we are called upon to perform.

I am, &c.,  
(Signed) C. J. BRYDGES,  
Managing Director:

W. H. Griffin, Esquire,  
Deputy Postmaster General,  
Quebec.

(Copy.)

OFFICE OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,  
21 Old Broad Street, London, 19th February, 1863.

SIR,—On the 29th November last, the Board of the Grand Trunk Railway Company did themselves the honor to address His Excellency the Governor General of Canada in Council, through you, upon the question of the Postal services performed by the Company for the Province, and for the remuneration therefor.

The Board made certain respectful representations to His Excellency in Council in that letter, and requested to be favored with an answer in the ordinary course of business.

Nearly three months have elapsed, and the Board, representing, as they do, the largest undertaking protected by the laws of Canada, have not been favored even with an acknowledgment of their letter.

I have therefore again respectfully to call the attention of His Excellency in Council to this letter, and to request that the Board may be favored with some answer, the subject involved being, to the Company, one of the most vital importance, and affecting also to a great degree, the interests of the Province itself.

I have the honor to be, Sir,  
your most obedient servant,  
(Signed,) EDWARD WATKIN,  
Pres. G. T. Railway.

To the Honorable The Provincial Secretary,  
Quebec.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
Quebec, 14th March, 1863.

Hon. M. H. Foley,  
Postmaster-General.

MY DEAR SIR,—Since I had the pleasure of seeing you this morning when you handed me the draft of the Bill which you, on the part of the Government, intend to introduce into the House of Assembly on Tuesday next, and which was discussed at length between us this morning. I have gone carefully over it, and now trouble you with a few remarks upon some of the clauses of the Bill.

I think you should provide, in the first clause, that the Companies may have notice of at least seven days, of any particular trains that the Government may require to be run; as the clause now stands, it would be imperative on the Companies to run any trains that the Postmaster General might require immediately on the receipt of the notice. This would of course be impossible, and is not I am sure intended, and I have no doubt you will insert a few words, giving us the notice I suggest.

In the fourth clause, it is left entirely to the Postmaster General, after the award has been given, to alter the payments to be made in such award, by varying the service to be performed on which the award was based. This would be practically destroying the whole benefit of the arbitration, and I must ask you to be good enough, as a matter of fairness, now that the Government have conceded the principle of arbitration, to extend it to this clause, in case the Company and the Postmaster General may not be able to agree upon the extent of alteration of pay required in the event of the service being diminished.

I think also, that the notice to discontinue carrying the Mails either by any particular train or altogether upon the railway, should be given seven days in advance, so that arrangements might be made to take off any particular train which had been put on at the request of the Post Office, and was not further required by them.

In the fifth clause I think you have got the penalty up very high, I quite admit both in regard to this clause and the next about the Bond which the Postmaster General may require, but it is merely a matter of form, and in practice will be entirely unnecessary, but I do not think it is wise to put upon the statute book heavy penalties which will in all probability never be required to be put into operation, and to authorize the giving of Bonds for heavy amounts when there is probably no intention of ever requiring them to be executed.

In the eighth clause I would suggest that you require the two arbitrators, appointed by the Company and the Government respectively, to select the umpire before entering upon the duties of the arbitration, and I think for the many reasons referred to at our interview, this morning, that this is exceedingly desirable. It was also considered advisable to take out the words now standing in the printed draft "as may be empowered by the Governor in Council."

I hope you will agree to leave the selection of the umpire, if the arbitrators themselves cannot agree, to some of the Judges of the Superior Courts of either Upper or Lower Canada. I do not think the House would offer any objection whatever to such a course. I need not remind you that in the cases of the taking of land by Railway Companies, the County Court Judges are required to appoint the umpire, if the arbitrators appointed by the parties cannot agree upon one.

This has been in operation for a number of years, and has worked without complaint, —surely, therefore, a precedent has been established which you can safely follow, and which of itself would be sufficient to command the acquiescence of all who are desirous of looking at the matter fairly.

I see very strong objections indeed to leaving the selection of the umpire to the President of the Board of Trade of Quebec, Montreal, and Toronto; the distance between these places is so great that the chances are they would occupy a great length of time to get the parties together and select an umpire.

The Presidents of the Board of Trade are also men engaged in commercial pursuits, and it might happen that they were parties who at the moment were engaged in controversy with the Companies upon matters of business, they might even have on their own

account matters of dispute pending before the Courts of Law as against the Railway Companies, and it surely would not be right, seeing the feeling which is always engendered when law suits are in progress, to leave a litigant of the Company with his feelings excited, in the position of having to act in a judicial capacity in a matter in which the Company are interested.

Looking to the fact that, under the Grand Trunk Act of last year, whatever amount may be due to the Company for the carriage of mails is to be used as the basis for the issue of Bonds, by means of which the creditors of the Company are to be paid, I hope you will take power to make the contract with the Company for not less than five years.

It will be clearly necessary, in order to raise money upon the Bonds which are to be issued on the credit of the postal revenue, that interest upon such bonds should be practically guaranteed for a period of at least five years; if for any period short of this they would probably not be saleable.

I would also ask you to follow the course adopted in the English Act, and allow the Company to ask for a new award at the end of three years, if they are dissatisfied with the term of remuneration fixed by arbitration.

You must bear in mind that if the award is distasteful to the Post Office Department, they have the power if they choose to exercise it, of requiring a new arbitration every week, and with such a power in the hands of the Post Office Department, I think you should not require the Company to be satisfied with a distasteful award for a longer period than three years.

I think the *tenth* clause also should have added to it a few words giving authority to the Postmaster General to execute conjointly with the Company under their seal, a proper Deed of Submission to Arbitration, and I should very much like to see some machinery adopted by which the umpire would be compelled to give his award before the end of sixty days.

In the eleventh clause I think there should be added after the words "in the form of a mileage rate," the words "for each description of service required to be performed."

I hope you will adopt the various suggestions I have made in this letter, and then I think the Bill will be one under which the Government and the Railway Companies can have no difficulty in coming to a satisfactory result.

I am, &c.,  
(Signed) C. J. BRYDGES,  
Managing Director.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,  
Quebec, 28th March, 1863.

Edward Watkin, Esquire,  
Pres. G. T. Railway Company,  
21 Old Broad Street,  
London.

SIR,—I have the honor to acknowledge the receipt of your letter of the 19th ultimo, referring to a communication dated the 29th of November last, from the Board of the Grand Trunk Railway Company of Canada, addressed to His Excellency the Governor General, and sent as you state through his Office, upon the question of the Postal Service performed by that Company for the Province.

I have now to state for the information of the Board that no such communication as that last referred to has been received here.

All the documents relating to the subject of the Postal Services of the Company, received in this Office, were some months back, transferred to the Honorable Postmaster General of Canada, to whom your letter of the 19th February also has been transferred.

I have the honor to be, sir,

Your obedient servant,  
(Signed) J. O. BUREAU,  
Provincial Secretary.

POST OFFICE DEPARTMENT,  
28th March, 1863.

SIR,—I am directed by the Postmaster General to call your attention to the serious inconvenience to the public and to this Department which arises from the irregular manner in which the Postal service is performed on the Grand Trunk Railway, between Montreal and Kingston, owing in a great measure to the frequency with which these trains fail to keep time.

Constant complaint is also made by the inhabitants of Edwardsburgh, Aultsville, Mille Roches, and Lyn, that the Express train does not stop at those places, and that they are consequently deprived of the benefit which would result to them from the transmission of their correspondence by that train.

I am, &c.,  
(Signed)

WM. WHITE,  
Secretary.

C. J. Brydges, Esq., &c., &c., &c.,  
Montreal.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
MANAGING DIRECTOR'S OFFICE,  
Montreal, April 2nd, 1863.

SIR,—I am in receipt of your letter of the 23th ultimo, referring to irregularities in the delivery of mails at some of the stations on this line, between Montreal and Kingston.

In reply, I beg to say that the irregularities to which you refer are caused solely by the extreme severity of a Lower Canadian winter, a matter which I need hardly say is entirely beyond the control of the Company.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed)

C. J. BRYDGES,  
Managing Director.

Wm. White, Esq.,  
Secretary, Post Office Department,  
Quebec.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
MANAGING DIRECTOR'S OFFICE,  
Montreal, April 2nd, 1863.

SIR,—I beg to acknowledge the receipt of your letter of the 30th ultimo, relative to the occasional absence of Post Office Cars from those trains by which mails are carried on this Railway.

I am quite aware that it is an inconvenience not to have these cars, and they are invariably put on the trains when we have them to put on; but from the fact that during the severity of a Canadian winter wheels and axles are continually breaking, it is impossible to prevent the Post Office Cars from suffering in this manner as well as other cars. When an axle or a wheel under a Post Office Car breaks I know of no way in which it can be run; it has, of course, to be removed from the train and repaired. These repairs are executed as rapidly as possible, so that no inconvenience that can be avoided is given to the Post Office Department. Whilst the necessary repairs are being executed, the car, of course, is unable to run; and it is only in such cases that a train carrying mails is, as a matter of necessity, compelled to go without a Post Office Car.

We should be very glad, if we received an adequate payment for the mail service, to increase the number of our Post Office Cars, which, however, now number thirty-six on this

Railway; but in the present state of our finances, and the absence of all payment from your Department, it is quite impossible for the Company to make any increase in this particular branch of their Rolling Stock.

I have the honor to be, sir,

Your most obedient servant,

(Signed,)

C. J. BRYDGES,  
Managing Director.

Wm. White, Esq.,  
Secretary Post Office Department,  
Quebec.

POST OFFICE DEPARTMENT,  
4th April, 1863.

SIR,—Referring to my letter to you of 30th ult., I have now the honor, by direction of the Postmaster General, to transmit to you a copy of a statement shewing the occasion on which no Post Office car has been furnished by your Company to this Department on the sections of the Grand Trunk Railway between Kingston and Island Pond for the week ending, 28th March, 1863.

I am, &c.,  
(Signed,)

Wm. WHITE,  
Secretary.

C. J. Brydges, Esq.,  
&c., &c., &c.,  
Montreal.

POST OFFICE DEPARTMENT,  
9th April, 1863.

SIR,—In acknowledging the receipt of your letter of 2nd instant, referring to the irregularities complained of in the delivery of the Mails at some of the Stations upon the Grand Trunk Railway between Montreal and Kingston, I am to say that the Post Master General is hardly prepared to admit the validity of your excuse, that such irregularities are owing to the severity of a Lower Canada winter, nor did he need to be reminded that the climate of Canada is not under the control of the Grand Trunk Railway Company.

I am, &c.,  
(Signed,)

Wm. WHITE,  
Secretary.

C. J. Brydges, Esq.,  
&c., &c., &c.,  
Montreal.

POST OFFICE DEPARTMENT,  
10th April, 1863.

SIR,—I have the honor, by direction of the Postmaster General, to acknowledge the receipt of your letter of 2nd instant, relative to the absence of Post Office cars from trains conveying the mails upon the Grand Trunk Railway. The Postmaster General's object in calling your attention to the absence of Post Office cars from the trains in question, was simply to point out to you how injuriously the absence of such cars affected the mails entrusted to your railway for conveyance; and he regrets exceedingly to find that, instead of endeavoring to devise some means by which such service as the Grand Trunk Railway

undertakes to render to the Post Office might be efficiently performed, you are disposed to enter upon the discussion of points entirely irrelevant to the subject, and in a tone which, to say the least, is hardly courteous to the Government of this Country.

I am, &c.,

(Signed,)

WM. WHITE,  
Secretary.

C. J. Brydges, Esq.,  
&c., &c., &c.,

Montreal.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA,  
Managing Director's Office,  
Montreal, April 13th, 1863.

SIR,—I am this morning in receipt of your letter of the 10th instant, in reply to one which I had the honor to address to you on the 2nd instant.

I regret that the Postmaster General should consider that in reply to your previous communication I entered into any subjects not relevant to the matter you brought under my notice or that the tone of my letter was one hardly courteous to the Government of the Country.

I beg to assure the Postmaster General that it was far from my intention to make any remarks which could in the slightest degree be construed as discourteous either to himself or to the Government of which he is a member. What I desired to point out was, that the absence of Post Office cars on certain days was owing to the fact that the cars which we had provided for that purpose met with accidents entirely beyond the control of this Company, that of necessity those cars could not again be run until they were properly repaired, and that whilst those necessary repairs were being made the Company could not, in all cases, give the accommodation of another car for the simple reason that they had not a sufficient superabundance of them to supply such casualties, and I further desire to state what I must say again is correct, that in the present position of the Postal question between the Government and this Company, and the absence of all remuneration for several years past for services rendered by this company to the Post Office Department, it is impossible at present to increase the number of Post Office cars, which, however, are amply sufficient for the ordinary business of the Post Office Department except when accidents beyond the control of the Company have temporarily prevented their use.

I am, your obedient servant,

(Signed)

C. J. BRYDGES,  
Managing Director.

W. White, Esquire,  
Secretary, Post Office Department,  
Quebec.

## No. 81.

Return to an Address of the Legislative Assembly, dated 16th March, 1863, For information respecting the Office of the Supervisor of Cullers.

By Command.

J. O. BUREAU,

Secretary.

Secretary's Office,  
23rd April, 1863.

## No. 82.

Return to an Address of the Legislative Assembly, dated 12th March, 1863, For information respecting violation of Fishery Regulations.

By Command.

J. O. BUREAU,

Secretary.

Secretary's Office,  
23rd April, 1863.

MEMORIAL  
OF THE  
PEOPLE OF RED RIVER

TO THE  
**British and Canadian Governments,**  
WITH REMARKS ON THE  
COLONIZATION OF CENTRAL BRITISH NORTH AMERICA,  
AND THE ESTABLISHMENT OF  
A GREAT TERRITORIAL ROAD  
FROM  
CANADA TO BRITISH COLUMBIA.

~~~~~  
*Submitted to the Canadian Government, by Sandford Fleming.*  
~~~~~

*Printed by Order of the Legislative Assembly.*



QUEBEC:

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1863.

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## MEMORIAL

OF THE

## People of Red River Settlement

TO THE BRITISH AND CANADIAN GOVERNMENTS.

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

MAY IT PLEASE YOUR EXCELLENCY :—

I have the honor to state that the last American mail from Pembina, brought a communication to me enclosing certain resolutions adopted at public meetings held at the Red River Settlement, together with a Memorial to the British and Canadian Governments on the subject of opening up such a line of road as would afford to that settlement free access without being dependent on a foreign country.

I have also the honor to state that I have been charged with the presentation of the said Memorial, and have been requested to promote the important objects mentioned therein so far as in my power.

I have therefore, in view of presenting the Memorial, felt it my duty to prepare some observations to accompany it, illustrative of the adaptability of the country in central British North America, for successful colonization, the commercial and political importance of a means of communication being formed at an early period, and the character of such a communication as would in my humble opinion be best suited for the economical development of the country, whilst at the same time it would meet the wishes and very greatly promote the interest of the people of the Red River Settlement.

I may here be allowed to observe that the people of Red River, although unable to incur the whole of the expense required to open such a line of communication, offer in their Memorial to bear a considerable portion of it.

In view of the foregoing, I have respectfully to request that Your Excellency will be pleased to receive the Memorial referred to, together with the observations which accompany it, on the subject thereof. And I am induced to pray on behalf of the people of Red River, that Your Excellency will be graciously pleased to take the subject into early and favorable consideration.

I have the honor to be Your Excellency's

Most obedient, humble servant,

SANDFORD FLEMING.

QUEBEC, March 23rd, 1863.

# MEMORIAL

## OF THE PEOPLE OF RED RIVER SETTLEMENT TO THE BRITISH AND CANADIAN GOVERNMENTS.

The people of the Red River Settlement hereby desire briefly to set forth their views and wishes in reference to the proposed opening up of the road from Canada to British Columbia through the Red River and Saskatchewan region, and the establishing of a telegraphic line along the same.

The people of Red River have long earnestly desired to see the Lake Superior route opened up for commerce and emigration, and they rejoice to hear of the proposal to open up a road and establish a line of telegraphic communication through the interior to British Columbia, entirely within British territory, believing that such works would greatly benefit this country, while subserving at the same time both Canadian and Imperial interests.

With reference to that section of the country lying between this settlement and Lake Superior, it is respectfully submitted that the difficulties to be encountered in opening up an easy communication are entirely overrated.

It is true that this route, for reasons which need not here be alluded to, has of late years been neglected; yet when the fact is generally known that this was the regular route by which the North West Fur Company imported and exported heavy cargoes for more than a quarter of a century, and which the Hudson Bay Company have used more or less for nearly three-quarters of a century, it must be granted that the natural difficulties cannot be so great as they are commonly reported to be.

We, the people of this settlement, are so anxious to have a proper outlet in this direction, that we are quite prepared ourselves to undertake at our own expense the opening of a road from this settlement to Lake of the Woods, a distance of ninety or a hundred miles, if England or Canada will guarantee the opening of the section from Lake of the Woods to Lake Superior.

From our intimate knowledge of the country lying between this place and the Rocky Mountains, we consider the project of a road in that direction perfectly practicable at a comparatively small outlay. At all times during the summer season, loaded carts go from this place to Carlton, Fort Pitt, and Edmonton, on the upper Saskatchewan; and last summer a party of Canadians, about two hundred in number (en route to British Columbia), passed over the same road, and went with their vehicles to the very base of the Rocky Mountains; clearly showing that along the whole way there are, even at present, no insuperable obstacles to the passage of carts and wagons. And if, in its present natural unimproved state, the road is usable, it must be evident that only a comparatively small outlay would be requisite to make it all that could be desired.

The whole country through which the proposed road would run, almost from Lake Superior to the Rocky Mountains, is remarkably level. The surface of this vast region is

generally speaking, like the ocean surface in a calm, and besides being so remarkably level, it is, for the most part, free from those heavy forests which, in Canada and elsewhere, cause such delay and expense in road making. We believe a railway could be here laid at a cheaper rate than in most countries.

Having thus cursorily alluded to the practicability of the road, on which point our local knowledge and experience ought to give our views some weight, and while admitting the intense interest and satisfaction with which we view the prospect of a work fraught with so much good to us politically, socially, and commercially, we might be allowed to point out very briefly the views we entertain regarding its importance to England and Canada alike.

Canada would derive great benefit from the Overland Carrying trade, which would spring up immediately on the establishment of this route, and the constantly growing traffic of this district and British Columbia would thereafter be an ever-increasing source of profit.

Besides this, it may reasonably be presumed that the people of Central British America, present and prospective, would prove permanent and liberal customers in the markets of England and Canada. Be it remembered, moreover, that a vast Fur business is carried on in this country, and that, towards the Rocky Mountains, gold has been discovered in many quarters. Besides gold there are iron, lead, coal, petroleum, and other minerals which, together with the rich fur trade, would prove a source of great wealth, not only to this country, but to Canada; and although the colonization and settlement of the vast area of cultivable land would somewhat curtail the territorial limits of the fur business, still, the millions of acres north of the fertile tract will, in all probability, remain a rich fur country for centuries to come.

This is the most natural highway by which commerce and general business with the East could be carried on. It would be also the most expeditious. And as a result of such commerce and traffic along this route, Central British America would rapidly fill up with an industrious loyal people; and thus from Vancouver's Island to Nova Scotia, Great Britain would have an unbroken series of colonies, a grand confederation of loyal and flourishing provinces, skirting the whole United States frontier, and commanding at once the Atlantic and Pacific. In this connection we feel bound to observe that American influence is rapidly gaining ground here; and if action is long delayed, very unpleasant complications may arise. Thus both politically and commercially, the opening up of this country and the making through it a national highway, would immensely subserve Imperial interests, and contribute to the stability and glorious prestige of the British Empire.

These views the people of Red River desire most respectfully to present for the consideration of the British and Canadian Governments, and they earnestly hope that this year may witness the formal commencement of operations with a view to a telegraphic line, and a road from Lake Superior to this settlement, if not through the whole extent of country from Canada to British Columbia.

JAMES ROSS,  
Chairman of Public Meetings.

RED RIVER SETTLEMENT,  
January 21st, 1868.

## LETTER

*From the Secretary of Public Meetings, held at the Red River Settlement, to consider the subject of opening up a means of inter-communication through British Territory; enclosing the foregoing Memorial and Resolutions adopted in relation thereto.*

RED RIVER SETTLEMENT, January 22, 1863.

SANDFORD FLEMING, Esq., C. E.

SIR,—I have been instructed to notify you that a large and influential meeting of the settlers took place last evening, when the following Resolutions were unanimously adopted:—

1. *Resolved*, That it is the earnest wish of the people of Red River to see the Lake Superior route to British Columbia opened up for commerce and immigration, and to see a Telegraphic Line laid along the same,—believing that such would greatly benefit this country, while subserving at the same time both Imperial and Canadian interests.

2. *Resolved*, That a Memorial be drawn up and forwarded to the Imperial and Canadian Governments, briefly setting forth our views.

3. *Resolved*, That with a view to give effect to our present movement, we do hereby nominate Mr. Sandford Fleming, of Toronto, Canada, personally to represent our interests, both in Canada and England, with reference to the objects mooted in the Memorial, and to press upon the Imperial and Colonial Governments the views contained in said Memorial.

4. *Resolved*, That the thanks of this meeting are due, and are hereby tendered to those in Canada who are interesting themselves in matters affecting the welfare of this country, and to those newspapers which so warmly espouse our cause.

I enclose you the Memorial alluded to in the Resolutions, and have to request, on behalf of the meeting, that you would be kind enough to get the Resolutions and Memorial published far and wide in Canada and England. A very general and earnest wish is expressed that you, sir, would do all in your power to further the charge committed to you.

Since the above was written, another meeting was held, at which the foregoing Resolutions and the accompanying Memorial received the full and hearty concurrence of the assemblage.

I have the honor to be, sir,

Your obedient servant,

WILLIAM COLDWELL.

Secretary.

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## REMARKS

TO ACCOMPANY THE MEMORIAL OF THE

# PEOPLE OF RED RIVER,

ON THE ESTABLISHMENT OF A LINE OF COMMUNICATION FROM

## CANADA TO BRITISH COLUMBIA.

---

*Respectfully submitted to the Government of Canada, agreeable to Resolutions adopted at a Public Meeting held at the Red River Settlement, January 21st, 1863.*

By SANDFORD FLEMING.

---

In submitting to the Government of Canada the Memorial of the people of Red River on the subject of opening up a line of communication from the Province of Canada to the Red River Settlement and thence to British Columbia, the writer feels it his duty to comply as far as he possibly can, with a desire expressed by those who were pleased to place the important charge in his hands, that he should do all in his power to further the objects mentioned by them. He therefore respectfully begs leave to accompany the memorial with the following observations.

Between Canada and the Red River Settlement, a long stretch of country intervenes, in many places rough, and in some respects unsuited for early and prosperous settlement. The great lakes Huron and Superior skirt the southerly margin of the easterly half of this district, and they extend the navigable waters of the St. Lawrence to a point within about 400 miles of Red River. From this point on the northern shore of Lake Superior the settlement may be reached by a somewhat tedious canoe navigation, rendered difficult and laborious by reason of the great number of portages which exist. This is the only outlet besides one leading to the Arctic seas, which the settlers have within British territory, and by reason of the many obstructions which exist, it has almost entirely fallen into disuse. It is the Lake Superior line of communication which the people of Red River so anxiously desire to have opened up and improved, and it is on this account that they eagerly advocate the construction of a Road which, in connecting the Atlantic Provinces with British Columbia, must necessarily open up a route for them to the settlements of Canada.

The opening up of a means of easy communication between Lake Superior and Red River might fairly be advocated as an act of simple justice to our fellow-subjects in that remote settlement, who have been practically exiled from civilization for more than two generations; who have endured hardships of no ordinary description in contending with many difficulties whilst endeavoring on those vast plains to cultivate the soil and earn a laborious livelihood,\* and who, if they have not increased so rapidly in numbers and importance as other colonists in settlements favored by nature and good government, have at least succeeded in establishing an important nucleus for further colonization. The Red River settlers have been apparently long neglected, and, until recently, almost forgotten by the rest of the Empire, but the discovery of gold on the slopes of the Rocky Mountains, the progress of settlement on the Pacific coast, together with other events of recent date are now, however, forcing attention on the advantages which would result from the pos-

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\* See Appendix B.

session of a short and facile line of communication to those regions. It is, therefore, earnestly hoped by the people of Red River that, in connection with the project of a road extending within British territory between the two oceans, they may now attain the object of their wishes.

However valuable the possession of a road from Canada to British Columbia might be considered, simply as a means of intercourse between these two countries, it is obvious that their great distance apart would be an insuperable obstacle to its construction, were it not for the favorable character of the intervening territory of which the Red River district forms a portion. The climate and soil of Central British North America is now so well known that it seems almost superfluous to allude to it, yet as the permanent success of any line of communication through the country depends so much on its adaptability for settlement and colonization, it may not be altogether out of place to present a few extracts from the best and most recent authorities on the subject before proceeding to discuss the advantages of the undertaking, commercially, its political necessity, and its character as an engineering work.

#### CENTRAL BRITISH NORTH AMERICA--ADAPTABILITY FOR SETTLEMENT.

The recent exploring expeditions sent out by the Imperial and Canadian Governments have been the means of giving to the world most valuable information regarding the climate, soil, natural productions, and mineral wealth of that vast unoccupied region lying between Lake Superior and the Rocky Mountains. Several American authorities have recently given expression to their views with regard to the capabilities of the country under discussion, and the opinions of those gentlemen must, for obvious reasons, be taken as especially interesting. The writer feels that he can best serve the main object in view by collecting the information obtained from these various sources.

M. Bourgeau, who accompanied the expedition of Capt. Palliser as Botanist, made the following memoranda:—

"I submit the following remarks on the advantages for agricultural settlement in Rupert's Land and the Saskatchewan prairies of British North America, having been appointed by Sir William Hooker to accompany Captain Palliser's Expedition as Botanist.

"I had especially to collect the plants that grew naturally in the country traversed by the Expedition, and also their seeds. Besides my botanical collection, Dr. Hooker advised me to make thermometrical observations at the various stations, and, above all things, to take the temperature of the earth at certain depths, as well as that of the interior of forest trees; also to notice the richness and poverty of the vegetation of the country, and the maladies to which plants are exposed. In the second letter and notes addressed to Sir William Hooker, which have already been published, I have treated these questions with all the care that was permitted to me by observations taken in the midst of the harassment and fatigue of a long journey; but it remains for me to call attention to the advantages there would be in establishing agricultural settlements in the vast plains of Rupert's Land, and particularly on the Saskatchewan, in the neighborhood of Fort Carlton. This district is much more adapted to the culture of staple crops of temperate climates—such as wheat, rye, barley, oats, &c., than one would have been inclined to believe from its high latitude. In effect the few attempts at the culture of cereals already made in the vicinity of the Hudson's Bay Company's trading posts, demonstrate by their success how easy it would be to obtain products sufficiently abundant, largely to remunerate the efforts of the agriculturist. There, in order to put the land under cultivation, it would be necessary only to till the better portions of the soil. The prairies offer natural pasturage as favourable for the maintenance of numerous herds, as if they had been artificially created. The construction of houses for habitations by the pioneers in the development of the country, would be easy, because in many parts of the country, independent of wood, one would find fitting stones for building purposes; and in others it would be easy to find clay for bricks, more particularly near Battle River. The other parts most favourable for culture would be in the neighbourhood of Fort Edmonton, and also along the south side of the north Saskatchewan. In the latter district extend rich and vast prairies, interspersed with woods and forests, and where thick wood plants furnish excellent pasturage for domestic animals. The vetches found here, of which the principal are *Vicia*, *Hedysarum*, *Lathyrus*, and *Astragalus*, are as fitting for the nourishment of cattle as the clover of European pasturage. The abundance of

buffalo, and the facility with which the herds of horses and oxen increase, demonstrate that it would be enough to shelter animals in winter, and to feed them in the shelters with hay collected in advance, in order to avoid the mortality that would result from cold and from the attacks of wild beasts, and further to permit the acclimatizing of other domestic farm-yard animals, such as the sheep and pig. The harvest could in general be commenced by the end of August, or the first week in September, which is a season when the temperature continues sufficiently high and rain is rare. In the gardens of the Hudson's Bay Company's posts, and still more in those of the different missions, vegetables of the leguminous family, such as beans, peas, and French beans, have been successfully cultivated; also potatoes, cabbages, turnips, carrots, rhubarb, and currants. No fruit tree has as yet been introduced; but one might perhaps, under favorable circumstances, try nut-trees, also apple trees belonging to varieties that ripen early. Different species of gooseberries, with edible fruits, grow wild here; also different kinds of Vacciniacæ are equally indigenous, and have pleasant fruits that will serve for the preparation of preserves and confectionary. The *Aronia ovalis* is very common in this country; and its fruit, commonly known as the *Poire*, or service-berry, is dried and eaten by the Indians, who collect it with great care; and it also serves the purpose of making excellent pudding, recalling the taste of dried currants. The only difficulty that would oppose agricultural settlements is the immense distance to traverse over countries devoid of roads, and almost uninhabited. The assistance of Government or of a well organized company, would be indispensable to the colonization of this country. It would be important that settlements should be established in groups of at least fifty house-holders, for protection against the incursions of the Indians, who are, however, far from being hostile to Europeans. It stands to reason, that the colonists ought to be taken from the north of Europe or from mountain districts, being those accustomed to the climatological conditions and culture of the soil most resembling this interesting country, to the resources of which I call attention. The produce of agricultural settlements thus established would yield subsistence to the Indians, whose resources for food, supplied only by hunting, tend to diminish every day. The presence of European settlers would form a useful model for this primitive people, who, notwithstanding their native apathy, still appreciate the benefits of civilization."

(Signed,)

E. BOURGEOIS.

In the report of Mr. Simon Dawson on the exploration of the country between Lake Superior and Red River Settlement, and between the latter place and the Assiniboine and Saskatchewan, he says that "the climate of the Red River Settlement will compare not unfavorably with that of Kingston, Canada West—that, as a general rule, the season during which agricultural operations can be carried on at Red River is somewhat longer than in Canada east of Kingston, while in winter the cold is more intense, although not uniformly so, than in any part of Canada, west of Three Rivers. In regard to salubrity, there are no diseases, so far as I could learn, incidental to the country. Ague is unknown, and a population more healthy than that of the Red River Settlement cannot be met with anywhere."

Mr. Lorin Blodget, the celebrated American Climatologist writes of the country in the following terms: "Next is the area of the plains east of the Rocky Mountains, not less remarkable than the first, for the absence of attention heretofore given to its intrinsic value as a productive and cultivable region, within easy reach of emigration. This is a wedge-shaped tract, ten degrees of longitude in width at its base along the 47th parallel, inclined north-westward to conform to the trend of the Rocky Mountains, and terminating not far from the 60th parallel in a narrow line, which still extends along the Mackenzie for three or four degrees of latitude, in a climate barely tolerable. Lord Selkirk began his efforts at colonization here as early as 1805, and from personal knowledge, he then claimed for this tract a capacity to support thirty millions of inhabitants. All the grains of the cool temperate latitudes are produced abundantly. Indian corn may be grown on both branches of the Saskatchewan, and the grass of the plains is singularly abundant and rich. Not only in the earliest explorations of these plains, but now, they are the great resort for buffalo herds, which, with the domestic herds, and the horses of the Indians and the colonists, remain on them and at their woodland borders throughout the year.

"The simple fact of the presence of these vast herds of wild cattle on plains at so high a latitude, is ample proof of the climatological and productive capacity of the country. Of these plains, and their woodland borders, the valuable surface measures fully five hundred thousand square miles."

Professor Hind, who spent two summers in the country in charge of an expedition sent out by the Canadian Government, thus writes: "The basin of Lake Winnipeg extends over twenty-eight degrees of longitude, and ten degrees of latitude. The elevation of its eastern boundary at the Prairie Portage, 104 miles west of Lake Superior, is 1,480 feet above the sea, and the height of land at the Vermillion Pass is less than 5,000 feet above the same level. The mean length of this great inland basin is about 920 English miles, and its mean breadth 380 miles, hence its area is approximately 360,000 square miles, or a little more than that of Canada.

"Lake Winnipeg, at an altitude of 628 feet above the sea, occupies the lowest depression of this great inland basin, covering with its associated Lakes Manitobah, Winnipegosis, Dauphin, and St. Martin, an area slightly exceeding 13,000 square miles, or nearly half as much of the earth's surface as is occupied by Ireland.

"The outlet of Lake Winnipeg is through the contracted and rocky channel of Nelson River, which flows into Hudson's Bay.

"The country possessing a mean elevation of one hundred feet above Lake Winnipeg is very closely represented by the outline of Pembina Mountain, forming part of the eastern limit of the cretaceous series in the north-west of America.

"The area occupied by this low country, which includes a large part of the valley of Red River, the Assiniboine, and the main Saskatchewan, may be estimated at 70,000 square miles, of which nine-tenths are lakes, marsh, or surface rock of silurian or Devonian age, and, generally so thinly covered with soil as to be unfit for cultivation, except in small isolated areas.

"Succeeding this low region there are the narrow terraces of the Pembina Mountain, which rise in abrupt steps, except in the valleys of the Assiniboine, Valley River, Swan River, and Red Deer's River, to the level of a higher plateau, whose eastern limit is formed by the precipitous escarpments of the Riding, Duck, and Porcupine Mountains, with the detached outliers, Turtle, Thunder, and Pasquia Mountains. This is the great *Prairie Plateau* of Rupert's Land; it is bounded towards the south west and west, by the Grand Coteau de Missouri, and the extension of the table land between the two branches of the Saskatchewan, which forms the eastern limit of the *Plains* of the north-west. The area of the Prairie Plateau, in the basin of Lake Winnipeg, is about 120,000 square miles; it possesses a mean elevation of 1,100 feet above the sea.

"The plains rise gently as the Rocky Mountains are approached, and at their western limit have an altitude of 4,000 feet above the sea level. With only a very narrow belt of intervening country, the mountains rise abruptly from the plains, and present lofty precipices that frown like battlements over the level country to the eastward.\* The average altitude of the highest part of the Rocky Mountains is 12,000 feet (about lat. 51°). The forest extends to the altitude of 7,000 feet, or 2,000 feet above the lowest pass.

"The *Fertile Belt* of arable soil, partly the form of rich, open prairie, partly covered with groves of aspen, which stretches from the Lake of the Woods to the foot of the Rocky Mountains, averages 80 to 100 miles in breadth. The north Saskatchewan flows through the Fertile Belt, in a valley varying from one-fourth of a mile to one mile in breadth, and excavated to the depth of 200 to 300 feet below the level of the prairie or plains, until it reaches the low country, some miles east of Fort-à-la-Corne. The area of this extraordinary belt of rich soil and pasturage is about forty millions acres. It was formerly a wooded country, but by successive fires it has been partially cleared of its forest growth, but abounds with the most luxuriant herbage, and generally possesses a deep and rich soil of vegetable mould. 'This region in winter is not more severe than that experienced in Canada, and in the western districts, which are removed from the influence of the great lakes, the spring commences about a month earlier than on the shores of Lake Superior, which is five degrees of latitude farther to the south. \* \* \* The depth of snow is never excessive, while in the richest tracts the natural pasture is so abundant, that horses and cattle may be left to obtain their own food during the greater part of the winter.' †

\* Dr. James Hector on the physical features of the central part of British North America.--Edin-Nat. Phil. Journal.

† Dr. James Hector on the capabilities for settlement of the central part of British North America.

"The Fertile Belt of the Saskatchewan Valley does not derive its importance from the bare fact that it contains 64,000 square miles of country available for agricultural purposes, in one continuous strip 800 miles long, and on an average 80 broad, stretching across the continent; it is rather by contrast with an immense *sub-arctic* area to the north, and a *desert* area to the south, that this favored 'Edge of the Woods' country acquires political and commercial importance. A broad agricultural region, capable of sustaining many millions of people, and abundantly supplied with iron ore and an inferior variety of coal, and spanning the eight hundred miles which separate Lake Winnipeg from the Rocky Mountains, more than compensates for the rocky character of the timbered desert between the Lake of the Woods and Lake Superior."

Capt. Palliser thus describes the Fertile Belt:—"It is now a partially wooded country, abounding in lakes and rich natural pasturage, in some parts rivalling the finest park scenery of our own country. Throughout this region of country the climate seems to preserve the same character, although it passes through very different latitudes, its form being doubtless determined by the curves of the isothermal line. Its superficial extent embraces about 65,000 square miles, of which more than one-third might be considered as at once available for the purposes of the agriculturalist."

Dr. Hector, Geologist to the Palliser expedition, says of the Fertile Belt:—"The most valuable feature of this belt of country, which also stretches from Touchwood Hills, Carlton, and Fort Pitt, south of Fort Edmonton to the old Bow Fort at the Rocky Mountains, is the immense extent it affords of what I shall term winter pasturage."

"This winter pasturage consists of tracts of country partially wooded with poplar and willow clumps, and bearing a most luxuriant growth of vetches and luxuriant grasses. The clumps of wood afford shelter to animals, while the scrubby brush keeps the snow in such a loose state that they find no difficulty in feeding; the large tracts of swampy country, when frozen, also form admirable feeding grounds, and it is only towards spring, in very severe winters, that cattle and horses cannot be left to feed in well chosen localities throughout this region of country."

"The proportion of arable land is also very considerable, and even late in autumn, which is the driest period of the year, and when the Saskatchewan for some weeks is fordable at Edmonton, there seems to be no want of water in the form of small streams and lakes. In spring I found the snow deeper in the neighborhood of Fort Pitt than at Edmonton."

Mr. James W. Taylor, in an elaborate report to the Government of the United States on the relations between that country and North-West British America, thus describes the climatic adaptation to agriculture of the Red River district:—"The climate of the Red River valley is characterized by extremes of temperature probably greater than any other part of the continent, while the annual mean is higher than that of the same parallels of Western Europe, including some of the best agricultural regions of that continent. The difference between its hottest and coldest months, as compared with other climates of great annual range, will be shewn in the following table, as also the difference between the mean winter and summer temperatures:

Place.	Annual mean	Difference between hottest and coldest months.	Difference between summer and winter.	Latitude.	Longitude.
Red River Settlement.....	34.38	82.15	74.61	50.15	.....
Fort Snelling, Minnesota.....	44.6	59.7	54.5	44.53	93.10
Green Bay, Wisconsin.....	44.8	52.6	48.1	43.31	89.28
Detroit, Michigan.....	47.2	42.8	40.8	42.20	82.58
Montreal, Canada.....	42.3	55.7	51.0	45.31	73.34
Ozenburg, Russia.....	35.6	66.38	59.66	50.46	55.83

"It is the excessive cold of the long winter season, embracing five months of the year in this latitude, which reduces the annual mean

“The mean for the three winter months of December, January and February, at the Red River settlement, is  $6^{\circ} 85'$ . At Fort Snelling it is  $16^{\circ}$ ; at Green Bay,  $19^{\circ} 9'$ ; at Detroit,  $26^{\circ} 8'$ ; at Montreal,  $16^{\circ} 3'$ .

“But it must be remembered that the Red River settlement lies upon the very edge of this climatic belt, in close proximity to the arctic declivity of Hudson Bay, and it is by far the coldest part of the whole basin of the Winnipeg. The climate grows rapidly warmer on the same parallels westward, even when there is an increase of elevation.

“It is warmer at Fort Benton, or the Missouri, than at St. Paul,—Fort Benton being  $7\frac{1}{2}$  degrees of longitude west of Saint Paul,—while it is  $2\frac{1}{2}$  degrees of latitude further north, and 1,843 feet higher in relative elevation.

“The mean winter temperature at Fort Benton,’ says Blodgett ‘is twenty-five degrees, the same as that of Chicago, Toronto, Albany and Portland, Maine. At Saint Paul it is but fifteen degrees, being ten degrees less. It is not so cold as this on the south branch of the Saskatchewan.’

“The Red River Winter.—Mr. Blodgett claims that the whole Saskatchewan Valley has a climate very nearly as mild in its annual average as that of St. Paul, which would give it a winter mean of fifteen degrees, and an annual mean of forty-four degrees, which represents the climate of Wisconsin, Northern Iowa, Michigan, Western Canada, Northern New York, and Southern New England.

“But though the winter of this region is a period of intense cold, during which the mercury often remains frozen for days together, its effect upon the physical comfort is mitigated by a clear, dry atmosphere, such as makes the winters of Minnesota the season of animal and social enjoyment. The buffalo winter in myriads on the nutritious grasses of its prairies up to as high a latitude as Lake Athabasca. The half-breeds and Indians camp out in the open plain during the whole winter with no shelter but a buffalo-skin tent and abundance of buffalo-robos, and the horses of the settlers run at large all winter and grow fat on the grasses which they pick up in the woods and bottoms. As compared with Fort Snelling, the winter of Red River Settlement will be shewn as follows, including the months of November and March in the natural winter group:—

Localities.	November.	December.	January.	February.	March.
Red River.....	21.19	8.31	10.55	1.71	9.9
Fort Snelling.....	31.7	16.9	13.7	17.6	31.4

“Red River Spring.—Spring opens at nearly the same time from Saint Paul to Lake Athabasca; April and May are the natural spring months of this whole climatic belt. The abruptness of the transition from winter to spring in these northern latitudes is a wonderful feature of the climate. In the Red River settlement the mean of March is  $9^{\circ} 9'$ . In April it rises to  $39^{\circ} 83'$ , and in May to  $58^{\circ} 46'$ . Compare this with the springs of Minnesota and Western Canada:—

Localities.	March.	April.	May.
Red River.....	9.9	39.83	58.46
Fort Snelling.....	31.4	46.3	59.0
Toronto.....	23.0	42.27	50.52

“Agricultural Capacity of the Summer Months.—This rich upward swell of the spring temperature is prolonged through the summer months of June, July and August, to include the amplest measures of heat for all agricultural purposes. Corn thrives well at a mean temperature of sixty-five degrees for the summer months, requiring, however, a July mean of sixty-seven degrees. Wheat requires a mean temperature of from sixty-

two to sixty-five degrees for the two months of July and August. These two great representative staples of American agriculture carry with them the whole procession of useful flora that characterize the northern belt of the temperate zone. Now the mean temperature of Red River, for the the three summer months, is  $67^{\circ} 76'$ , nearly three degrees of heat more than is necessary for corn, while July has four degrees of heat more than is required for its best development. The mean of the two months of July and August is sixty-seven degrees, five degrees above the requirement of wheat.

"The following figures will show at a glance the excess of Summer heat in the Red River valley above the measures required for the best agricultural development:

Mean summer temperature of Red River	-	-	-	$67^{\circ} 76'$
Required for corn,	-	-	-	$65^{\circ} 00'$
Excess,	-	-	-	$2^{\circ} 76'$
Mean temperature of July,	-	-	-	$71^{\circ} 16'$
Required for corn,	-	-	-	$67^{\circ} 00'$
Excess,	-	-	-	$4^{\circ} 16'$
Mean temperature of the two months of July and August,	-	-	-	$67^{\circ} 00'$
Required for wheat,	-	-	-	$62^{\circ} 00'$
Excess,	-	-	-	$5^{\circ} 00'$

"The following table will serve for comparison between the summer temperature of the Red River with the rich agricultural climates of the south:

Localities.	June.	July.	August.	Summer mean.
Red River .....	69.10	71.16	63.3	67.76
Fort Snelling .....	68.4	73.4	70.1	70.6
Chicago .....	62.7	70.3	68.5	67.3
Muscatine, Iowa .....	66.4	70.5	68.9	68.6
Kenosha, Wisconsin .....	61.7	68.6	65.7	65.3
Utica, New York .....	64.2	68.5	66.7	66.5
Toronto .....	59.93	67.95	64.6	63.98

"It will thus be seen that the summer climate of Red River is warmer than that of any of the localities indicated in the above table, except Fort Snelling and Muscatine, Iowa; warmer than that of Northern Illinois, Western Wisconsin, Northern New York, or Western Canada. Its June is warmer than in any of the points given, its June and July warmer than any except Fort Snelling, while its Augusts are cooler than any of the rest. The last named locality,\* in the same latitude as the Red River settlement, with a corresponding geographical position, is its equivalent in annual mean temperature, but the difference between the extremes of summer and winter temperature is much less in the inferior European than in the American plain. No part of the United States has so low an annual mean. Fort Kent, Maine, with a mean of  $37^{\circ}$ , is its nearest approach.

"Autumn.—The mean temperatures for the autumnal months are as follows, compared with Minnesota:

Localities.	September.	October.	November.	Mean.
Red River .....	59.26	42.20	21.19	40.88
Fort Snelling .....	58.9	47.1	31.7	45.9

\*Ozenburg, Russia.

"November, which in Minnesota belongs partly to autumn and partly to winter, belongs entirely to the winter season in the more northern latitude of Red River. The reader will see that the fall plunges into winter almost as rapidly as the spring emerges from it.

"*Climate of the Red River settlement compared with Minnesota, Wisconsin and Michigan.*—The following table will illustrate the climate of the Red River valley as compared with other and better known latitudes:

TABLE OF MONTHLY MEANS OF RED RIVER AND MINNESOTA, WISCONSIN AND MICHIGAN.

Months.	Red River.	Fort Snelling.	Green Bay.	Detroit.
December.....	8.31	16.9	20.8	26.9
January.....	10.55	13.7	18.0	27.0
February.....	1.71	17.16	20.0	26.6
March.....	9.09	31.4	31.3	35.4
April.....	39.83	46.3	43.4	46.3
May.....	58.46	59.0	55.8	56.0
June.....	69.10	68.4	62.2	65.6
July.....	71.16	73.4	71.5	69.7
August.....	63.3	70.1	67.9	67.5
September.....	59.26	58.9	57.2	60.0
October.....	42.20	47.1	46.5	47.7
November.....	21.19	31.7	34.3	38.2

TABLE SHEWING THE MEANS OF THE SEASONS FOR THE ABOVE LOCALITIES.

Localities.	Winter.	Spring.	Summer.	Autumn.	Annual mean.
Red River.....	6.85	35.70	67.76	40.88	34.38
Fort Snelling.....	16.1	45.6	70.6	45.9	44.6
Green Bay.....	19.9	43.5	68.5	46.0	44.5
Detroit.....	26.8	45.9	67.6	48.7	47.2

"Thus it will be seen that while the winter curve in the region immediately south and west of the great lakes exhibits an extraordinary depression, its rich summer measures place it in the best agricultural belt of the temperate zone.

"*Bountiful Summer Rains.*—The Saskatchewan valley is a singular exception to the almost universal sterility which characterizes the continent west of the 98th meridian. The great American desert derives its barrenness from the lack of rain.

"The Winnipeg basin, on the other hand, is abundantly supplied with moisture during the summer months, although the dryness of the winter months reduces the mean annual precipitation below that of points lying nearer the ocean.

"No rain-tables have ever been constructed for any portion of this district, except for the single year 1855, at the Red River settlement. The following table exhibits the results compared with Minnesota and Western Canada:

## RAIN IN INCHES.

Months.	Red River.	St. Paul.	Toronto.
	1855.	19 years.	1855.
March .....	.65	1.80	1.62
April.....	6.80	2.14	2.79
May.....	4.0	3.17	4.78
June.....	6.0	3.63	4.07
July.....	12.0	4.11	3.24
August.....	12.5	3.18	1.45
September.....	5.0	3.32	5.9
October.....	.20	1.35	2.48
November.....	3.12	1.31	4.89
December.....	.80	.67	3.80
January.....	.50	.73	1.36
February.....	.60	.52	0.97
Totals.....	52.17	25.43	36.35
Means for the Seasons.			
Seasons.	Red River.	St. Paul.	Toronto.
Spring.....	11.45	6.61	9.19
Summer.....	30.5	10.92	8.76
Autumn.....	8.32	5.98	13.27
Winter.....	1.90	1.92	5.13

"By multiplying the figures for November, December, January, February and March by 10, the result will show the fall of snow, probably the actual form of the precipitation in those months.

"The column for Red River, exhibiting the moisture of a single year, cannot be adopted as the uniform measure of precipitation in that country; but if, as Blodgett informs us, a difference of one-eighth will cover the range of any non-periodic variations of the rain fall in the basin east of the Rocky Mountains, (a rule that is confirmed by a comparison of the Toronto column for the same year with the means for several years given in his work.) it may serve as an approximative index to the rain standard of the country. The excessive rains of that summer, which has no equivalent on the continent, except the winter rain of the Pacific, is probably much beyond the uniform mean, or, if regarded as an approximation to a constant term, may be accounted for by its contiguity to Hudson Bay and Lake Superior.

"A region liable to such occasional rains cannot certainly be deficient in moisture. The reader will observe the great preponderance of moisture in the spring and summer months, with the extreme dryness of winter. Converted into snow, the whole winter fall will be 22 inches, the same as at Saint Paul, while that of Canada is 61 inches, and most of the Eastern States 120 inches. *This extreme lightness of the winter precipitation characterizes the whole of the plains east of the Rocky Mountains, without reference to latitude, including the Saskatchewan valley, and is a fact of great importance in determining the adaptability of those regions for railroads.*

"We have no measurements of the local precipitation of the Saskatchewan Valley, but the general fact of a comparatively humid summer, with an autumn and winter of extreme dryness, is well ascertained.

"The rain measures in the elevated belt of country, including the western slope of the Missouri plateau, adjacent to the Saskatchewan Valley on the South, will afford an approximative standard for the latter.

"The following table compiled from Blodgett, will exhibit the rain-fall in the whole belt across the continent, between the parallels of 47 deg. and 50 deg.

RAIN TABLE, SHOWING THE MEAN ANNUAL PRECIPITATION BETWEEN THE 47th AND 50th PARALLEL:

In Vancouver's Island,	-	-	-	-	-	65	inches.
Western slope of the Rocky Mountains	-	-	-	-	-	30	"
Eastern slope of the Rocky Mountains	-	-	-	-	-	25	"
Missouri Plateau to 100th Meridian	-	-	-	-	-	20	"
Between Red River and 100th Meridian	-	-	-	-	-	25	"
East of Red River to Lake Erie	-	-	-	-	-	30 to 34	"
West of Lake Erie to the Atlantic	-	-	-	-	-	36	"

MEAN FALL BY SEASONS:

Winter	Fall.	Spring	Fall.	Summer	Fall.	Autumn	Fall.
30		15		8		20	
5		6		6		6	
4		6		6		4	
2		5		6		4	
2		5		6		4	
3 to 5		6 to 8		10		6 to 10	
5 to 10		6 to 8		10		10	

"A fall of six inches is given by Blodgett as the mean for the summer in this belt, between the Rocky Mountains and Red River.

"This is amply sufficient for all the purposes of luxuriant vegetation, as is shown in southern England, Prussia, the Crimea, and interior of Russia.

"But according to all analogies, the higher summer temperature of the Saskatchewan Valley would be accompanied by a corresponding increase of humidity, and this fact is further shown by the permanent volume of its streams in the summer months.

RESULTS OF AGRICULTURE AT RED RIVER SETTLEMENT.\*

"For all the great northern staples—wheat, corn, oats, barley, potatoes, sheep, and cattle—the range and duration of the summer heats form the decisive condition. The data we have furnished prove conclusively the climatic adaptation of the Red River and Saskatchewan vallies to successful agriculture.

"*Indian Corn.*—The measures of heat, as we have before shown, are ample for the development of corn in this district, and, in fact, some varieties thrive well at the Red River Settlement, but it is not claimed as a profitable staple. It is chiefly cultivated in small garden patches for the green ears, but the cool nights of August frequently prevent its ripening, except in the driest soils. Some varieties of Canadian corn, requiring a growing period of not more than seventy days, would, however, form a sure crop in Red River.

"*Indian Corn*, indeed, according to Blodgett, is restricted as a profitable staple to the middle region of the west, between parallels of 42° and 43°.

"*Wheat.*—Wheat is the leading staple of the upper belt of the temperate zone. The range of wheat extends from the borders of the tropics northward to the parallel of 60° north, and requires a minimum mean temperature of 62° or 65° for the two months of July and August. The whole region between Red River and the Rocky Mountains is embraced between the mean summer temperatures of 65° and 70°, which include also the most fertile districts of New England, New York, Pennsylvania, Michigan, Wisconsin, and Minnesota.

"Between these Isothermal lines, extended through these north-western valleys to the Pacific, is embraced the wheat zone of the continent. 'A line,' says Blodgett, 'drawn from Thunder Bay, in Lake Superior, northward to the Mackenzie, at the 60th parallel,

\*Continued from Mr. Taylor's valuable reports.

and from that Point south-west to the Pacific coast, at the 55th, would include an immense region adapted to wheat, with only the local exception of mountains and worthless soils.'

"Richardson states that wheat is raised with profit at Fort Liard, in latitude 60 deg. 5 min. north, and longitude 122 deg. 31 min. west, and 400 and 500 feet above the sea.

"The remarkable law has been observed to govern the development of the cultivated plants that they yield the greatest product near the northernmost limits of their possible growth.

"This principle announced by Forrey, is noticed by Blodgett, as especially applicable to wheat. Central Russia, the Baltic districts, the British islands, the Canadas, and the northern parts of New York and Pennsylvania, and the upper belt of the north-western States lying upon the cold borders of the wheat range, are the seats of its maximum production.

"Probably," says Blodgett, 'the plains of the Saskatchewan and the Pacific coast near Puget's Sound will furnish similar districts. This *a priori* inference is fully borne out by facts, which prove, moreover, that the basin of the Winnipeg is the seat of the greatest average wheat product on this continent, and probably in the world.'

"The limestone substratum of this region, with its rich, deep, calcareous loam and retentive clay subsoil, is always associated with a rich wheat development, while its hot and humid summers fulfil all the climatological conditions of a first-rate wheat country.

"Instances of the wheat product of Red River.—'Our soil,' says Donald Gunn, an intelligent settler, 'is extremely fertile, and when well cultivated yields large crops of the finest wheat, weighing from 64 to 74 pounds per imperial bushel. The yield per acre is often as high as sixty bushels, and has been occasionally known to exceed that; and when the average returns fall below forty bushels to the acre, we are ready to complain of small returns. Some patches have been known to produce twenty successive crops of wheat without fallow or manure.'

"Professor Hind, in his official report to the Canadian Legislature, sets the average product at forty bushels to the acre. He notices a product of fifty-six bushels to the acre in the only instance when a measurement was made. Wheat ripens in from ninety to one hundred and five days. It is entirely free from insects or disease of any kind.

"A comparison of the yield of wheat in Red River, with the best wheat districts of the United States, will show its superiority over all others.

Red River produces 40 bushels per acre.

Minnesota produces 20 bushels per acre.

Wisconsin produces 14 bushels per acre.

Pennsylvania produces 15 bushels per acre.

Massachusetts produces 16 bushels per acre.

"Oats, Barley, Rye, Potatoes.—The whole group of subordinate cereals follow wheat, but are less restricted in their range, going five degrees beyond wheat in the Mackenzie Valley to the Arctic circle. Barley is a favorable alternate of wheat at Red River, and yields enormous returns, with a weight per bushel of from forty-eight to fifty-five pounds. Oats thrive well. Potatoes are particularly distinguished for their excellent quality and yield.

"Hay.—'The grasses,' says Forrey, 'are proverbially in perfection only in northern and cool regions. It is in the north alone that we raise animals from meadows, and are enabled to keep them fat and in good condition with grain.'

"In none of the prairie districts of North America are the native grasses so abundant and nutritious as in these northern valleys. This is sufficiently proved by the countless herds of buffalo that pasture throughout the year upon its plains, even up to the latitude of Peace river—a fact which suggests an equivalent capacity for the herding of domestic cattle.

"The Red River colony in 1856 contained 9,253 horned cattle and 2,799 horses, which, in a settlement of 6,523 souls, exhibit a remarkable proportion of stock. Horses roam during the summer and winter through the woods, and keep fat without housing or hay. The unlimited pastoral ranges afforded by the grassy savannas of Red River, with its dry winter climate, seem to supply favorable conditions for successful sheep husbandry. This is confirmed by Donald Gunn. 'Our climate and soil,' he says, 'are peculiarly adapted to sheep. There are twenty-eight years since their introduction into the settlement, and I have never seen nor heard of any sickness attacking them. Well-fed ewes produce fleeces

varying from two to three and a-half pounds. Wethers produce fleeces much heavier. The wool is of good quality, though not very fine. An inferior breed of sheep would not be likely to produce fine wool."

"The same author (Mr. Taylor) thus describes the climate of the country westerly from the Red River Settlement:—"East of the Rocky Mountains the great north-western plains have a continental climate, and I can best illustrate my own conclusions in the premises by comparison with a similar area of European Russia. Draw a line from St. Petersburg 20 degrees east, and another ten degrees south, extending them into the form of a parallelogram, and a region is described whose area corresponds with that between Lakes Superior and Winnipeg on one side, and the Rocky Mountains on the west, and extending from latitude 44° to 54°. No two sections of the respective continents more closely resemble each other than do those above delineated. Both are immense plains, developing the silurian, carboniferous, and, in some measure, a cretaceous geological formation. The Missouri, Mississippi, and Saskatchewan may be set off against the Dneiper, the Don, and the Volga, of Russia; while, in respect to climate and productions, the American District resembles the following particulars of European Russia.

"It is usual to consider Russia in Europe in four distinct divisions: a polar region, including all the country north of latitude 67°; a cold region, extending from 67° to 57°; a temperate region, from 57° to 60°, and a warm region, from 50° to 37°. Our continental latitude, from 44° to 54°, represents the Russian temperate zone from 50° to 57°, as well as three degrees of the cold division, namely, to the latitude of St. Petersburg, or 60° north.

"The temperate region of Russia has a mean annual temperature of from 40° to 50°, and includes within it the finest and most populous portion of the empire, though even here the thermometer has a very wide range, the summer heat, which suffices to grow melons and similar fruits in the open fields, being often succeeded by very rigorous winters. Even the sea of Azof, much further south, usually freezes about the beginning of November, and is seldom open before the beginning of April. The oak is seldom found below latitude 61°; few fruit trees are found beyond 56°, and their regular culture cannot be profitably carried on north of the 53rd parallel. In this latitude (still speaking of Russia) apples, pears, and plums become abundant; and still further south peaches, apricots, &c., flourish. The northern limit of rye is 65°, and barley 67°, and oats even further north.

"Wheat is cultivated in Norway to Drontheim, latitude 54°; in Sweden to latitude 62°; in western Russia to the environs of St. Petersburg, latitude 60° 15'; while in central Russia the limit of cultivation appears to coincide with the parallel of 58° or 59°. It is well understood that the growth of the cerealia and of the most useful vegetables, depends chiefly on the intensity and duration of the summer heats, and is comparatively little influenced by the severity of the winter cold, or the lowness of the mean temperature of the year. In Russia, as well as in Central America, the summer heats are as remarkable as the winter cold. The northern shore of Lake Huron has the mean summer heat of Bordeaux, in southern France, or 70° Fahrenheit, and Cumberland House, on the Saskatchewan, exceeds in this respect, Brussels or Paris. It is remarked by Sir John Richardson, (and such also is the analogy of Russian Europe,) that the prairies south of 55° enjoy milder winters than the more eastern districts.

"I have no doubt that potatoes and the hardier garden vegetables, oats, rye, and barley, can be profitably cultivated as far north as 54° in the Saskatchewan district; that wheat, and such fruits as yield cider, are safe as far as 52°; that maize may be cultivated at least to latitude 50°; while the country between 44° and 51° is as nearly as possible the counterpart of the temperate zone of European Russia. With the same system of canalage, and a reasonable degree of railroad connexion, our vast northern plain can sustain as dense, and, with our institutions and land tenures, a denser population than the heart of the Russian empire.

"Its capacity to support life is shown by the variety and abundance of wild animals. Many of these might be domesticated, and would constitute a great resource. Besides innumerable fur-bearing creatures, there are four different kinds of deer; the cariboo or reindeer ranges from 50° to 66°; the Rocky Mountain goat, whose wool is highly prized in the manufacture of shawls, frequents the highlands from 40° to 60°; the bison swarms

in the prairies west of longitude  $105^{\circ}$ , and south of latitude  $60^{\circ}$ ; and the streams and lakes abound in choice varieties of fish. No region of the globe is more richly endowed with these allies and slaves of the human race.

"The rigorous winter climate is no obstacle to the future occupation of these northern plains. The corresponding district of Russia, with the same climate, is, as already shown, the most populous and flourishing portion of the empire. There is much misapprehension on this subject. Mr. E. Merriam, a distinguished meteorologist, states, in a review of the recent Arctic expeditions, that nature has qualified men to breathe an atmosphere  $120^{\circ}$  above zero, or  $60^{\circ}$  below it, a difference of  $180^{\circ}$ , without injury to health; and the doctrine of physicians that great and sudden changes of temperature are injurious to health is disproved by recorded facts."

Other authorities could be cited, who have written on Central British North America, some of whom have perhaps colored its capabilities as a field for colonization too highly, whilst others have equally undervalued its advantages. It appears, however, pretty well established, that although the climate is rigorous, it is nevertheless extremely salubrious, and that although, as in all countries, wide areas of inferior land exist, there is likewise a vast extent of soil of the richest and most productive description. With regard to the mineral wealth of the country, the following, condensed from Mr. Taylor's valuable report, will suffice. Professor Isbister, of London, England, is given as the authority for the statements made:—

#### GEOLOGY AND MINERAL WEALTH OF THE TERRITORY.

From the shores of Lake Superior to the eastern banks of Lake Winnipeg, the geological formation is that of the crystalline rocks, a system which is not generally favorable to agriculture, although here and there many fertile spots are to be found. This comparatively sterile region extends northward to the Arctic sea; Lake Athabaska, and Great Slave Lake being situated on its most westerly limit. To the westward of these lakes, and Lake Winnipeg, and between them nearly to the Rocky Mountains, the whole territory is of the silurian and devonian formations, both eminently favorable to agriculture, the former prevailing throughout the fertile peninsula of Upper Canada. At its base, the silurian deposits range a thousand miles from east to west, and extend about five hundred miles to the northward, where the devonian commences and continues to the Arctic sea. It is this part of the territory through which the Saskatchewan and Mackenzie rivers flow, which is so highly praised for the fertility of its prairie lands. About one hundred and fifty miles east of the Rocky Mountains, the great coal bed commences, which gives our territory so important an advantage over that which lies to the south. So far as has been ascertained, it is over fifty miles in width, and extends continuously over sixteen degrees of latitude, to the Arctic ocean.

The lignite (or tertiary coal) formation is still more extensively developed; and as the occurrence of coal in any form in these high latitudes is a question of much interest, the result of Sir John's Richardson's observations and enquiries on the subject, to which he has given much attention, are here briefly stated.

At the junction of the Mackenzie and Bear Lake River, the formation is best exposed; it there consists of a series of beds, the thickest of which exceed three yards, separated by layers of gravel and sand, alternating with a fine grained friable sandstone, and sometimes with thick beds of clay, the interposing layer being often dark, from the dissemination of bituminous matter. The coal, when recently extracted from the bed, is massive, and most generally shows the woody structure distinctly. Different beds, and even different parts of the same bed, when traced to the distance of a few hundred yards, present examples of 'fibrous brown coal,' 'earth coal,' 'conchoidal brown coal,' and 'trapezoidal brown coal.' Some beds have the external characters of a compact bitumen, but they generally exhibit on the cross fracture concentric layers, although from their jet-like composition, the nature of the woody fibres cannot be detected by the microscope. Some pieces have a strong resemblance to charcoal in structure, color, and lustre. From the readiness with which the coal takes fire spontaneously, the beds are destroyed as they become exposed to the atmosphere, and the bank is constantly crumbling down, so that it is only when the debris has been washed away by the river that good sections are exposed.

Formations similar to that found on Mackenzie River, extend southward along the eastern base of the Rocky Mountains, as far as the Saskatchewan river. Sir John Richardson gives a detailed account of the various localities between these two points in which beds of coal have been exposed, all pointing to the existence of a vast coal field, skirting the base of the Rocky Mountains for a very great extent, and continued probably far into the Arctic sea, where, as is well known, lignite apparently of a similar character has recently been discovered by Captain McClure, in the same general line with the localities above mentioned.

The importance of this coal field in connexion with the construction and working of a Pacific Railway can hardly be over estimated. Beyond the Rocky Mountains the geology of the territory is not so well known. There are ranges of mountains, (Laurentian,) but they are interspersed with great valleys, very favourable for agriculture, and heavily timbered.

While the geologist has found in his researches many proofs of the wealth of the north-west territory, the mineralogist has not been far behind him. Almost upon the landing upon the shores of Hudson Bay of the first fur-traders, the country has been represented as rich in minerals. Sir Alexander Mackenzie, in 1789, discovered "pieces of petroleum, which bears a resemblance to yellow wax, among the stony, flake-like slate," on the banks of the Mackenzie; and the Indians informed him that "rocks of a similar kind were scattered about the country at the back of Slave Lake, where the Chepewyans collect copper." All the Indians whom he met had either copper or iron tips to their spears, and near the river of Bear Lake he met with lumps of iron ore and springs of mineral water. Along the course of the Mackenzie, as far as  $66^{\circ}$  north latitude, and also in the Rocky Mountains in  $56^{\circ}$  north latitude, and  $120^{\circ}$  west longitude, he discovered coal and bitumen, and on the Peace River, a south-western branch of the Mackenzie, he discovered salt springs.

Franklin and Richardson, in their joint expeditions, discovered, at Lake Winnipeg, a beautiful china-like chert, and "arenaceous deposits and rocks having a close resemblance to those of Pigeon Bay, Lake Superior, where argentiferous veins occur"; at Cumberland House, on the Saskatchewan, salt and sulphur springs and coal; at Elk river, *bitumen in such quantity as to flow in streams from fissures in the rock*; upon the shores of Lake Athabasca, the finest plumbago and chlorite slate.

In a letter addressed to Sir R. Murchison, Sir John Richardson says, in referring to the country about Slave river; "The great quantity of gypsum in immediate connexion with extremely copious and rich salt springs, and the *great abundance of petroleum in this formation*, together with the arenaceous, soft, marly, and brecciated beds of dolomite, and above all, the circumstance of the latter being by far the most common and extensive rock in the deposit, led me to think that the limestone of the Elk and Slave rivers was equivalent to the sechstein of the continental geologists." The salt springs, situated further to the south, from which large quantities of pure common salt are deposited, Sir John Richardson classes as belonging to the celebrated Onondaga salt group of the New York Helderberg series. By Sir William Logan's report it appears that from the latter springs "no less than 3,134,317 bushels of salt were profitably manufactured in 1851." From the many valuable salt springs which exist throughout the Hudson Bay territory, the finest salt could be obtained, which article would of itself become a considerable source of wealth, were the country occupied by settlers in any number, and were the valuable and varied fisheries of its coast and rivers prosecuted to any extent.

Of the mineral wealth of a large portion of the territory, Sir John Richardson thus speaks in general terms, in a communication published in the Journal of the Geographical Society for 1845: "The countries, by the expeditions of Sir John Franklin and Captain Back, are rich in minerals; inexhaustible coal-fields skirt the Rocky Mountains through twelve degrees of latitude; beds of coal crop out to the surface on various parts of the Arctic coast; veins of lead ore traverse the rocks of Coronation gulf, and the Mackenzie river flows through a well-wooded tract, skirted by metalliferous ranges of mountains, and offers no obstruction to steam navigation for upward of twelve hundred miles."

The recent gold discoveries in North West America, which have justly attracted so much attention, and which are of the highest importance in connection with the coloniza-

tion of the country, are so fully dwelt upon by the newspaper press, that it does not appear necessary to allude to them further here.

#### THE POLITICAL AND COMMERCIAL IMPORTANCE OF A COMMUNICATION TO RED RIVER, ON BRITISH TERRITORY.

The community of settlers at Red River, isolated in many respects from, and, until lately, unnoticed by the rest of the world, is now exciting no small degree of attention. The people of Red River remained tranquil in their solitude so long as the vast areas to the south of the international boundary line were as wild and unoccupied as the plains which surround them on all sides. The progress of their republican neighbours in opening and organizing new territories has, however, awakened them to a knowledge of their true condition. They have been silent witnesses of the march of colonization westward from Lake Michigan across the states of Wisconsin and Minnesota to Dacotah; they have seen an industrious population reckoned by hundreds of thousands introduced almost alongside of them, whilst their own settlement scarcely increases in numbers; they know that there is nothing in their own soil and climate to keep them from advancing; they are satisfied with the richness of the one and the salubrity of the other; but they cannot help feeling mortified at the strong contrast between the satisfactory progress of their neighbours, and the absence of prosperity with themselves. Justly or unjustly they attribute their backward condition to the sway of the Hudson Bay Fur Company, and they clamour in a way that cannot be misunderstood, against a farther continuance of a rule which they appear to believe is the chief hindrance to their progress.

The settlement was first formed half a century ago by immigrants from the old country; the population now consists of British-born subjects and their descendants; they live and have always lived on British territory, but they are not yet literally a British colony. They know that they are subjects of the Queen, and this is their pride; they desire to be recognized at the Colonial office, and this is their ambition; they wish to have a voice which, as British subjects, they claim they have a right to possess, in the management of local affairs. Had they the powers and privilege of an ordinary Township Council, they feel that they could do a great deal towards improving their condition and moulding their destinies; but this they have not, and this is their grievance and mortification. Whilst their own settlement is of 50 years standing, they see Minnesota and Dacotah, whose boundaries sweep past at the short distance of 60 or 70 miles, States only of yesterday but already enfranchised.

Practically, too, the people of Red River settlement are at present cut off from all intercourse with the mother country except through a foreign State. The old route by which they had access 50 years ago has, for want of a small expenditure to keep it open, fallen into disuse; no wonder then that they grumble at the seeming indifference of the parent land. "We have no postal communication," says the Red River 'Nor'-Wester,' "with any part of the civilized world except through the United States! For two or three years previous to 1860, the Canadian government maintained a monthly mail to and from this settlement, *via* Fort William, on Lake Superior. This was a step in the right direction, though the arrangement was very unsatisfactorily carried out. But irregular as were the mails, we had a right to expect that they would continue, and gradually, through experience of the route, would work better. The Canadian government has, however, discontinued this small boon, and we are at this moment entirely dependent on the favor of the American government for our means of communicating with the outer world. They have, at great expense, established a fortnightly mail to our frontier, sixty miles from this settlement, almost entirely for our own benefit. Does this fact not present the British government to our views at a disadvantage?"

"If we except the round-about, slow, and very uncertain route through the arctic straits of Hudson Bay, it is only through or from the United States that we can import goods—by an American route alone can we export furs, skins, cattle or anything else! Is this favorable to loyalty? An importer from Britain can at present get but one supply of goods in the year, and counts himself very lucky indeed if, considering the many possible mishaps, he *does* get it; whereas the dealer in American goods can get twenty supplies during the same time if he chooses. Almost any week from May to October, inclusive, a splendid

steamboat may be seen at Fort Garry discharging her cargo of goods, and taking off packages of furs for the St. Paul, Boston or New York market: whose boat is this? American citizens.

"The only decent route into this country for emigrants is through the States. The consequence is that the foreigners who are settling amongst us are for the most part American citizens, or persons thoroughly Americanized. Is their influence favorable to loyalty?"

"By frequent intercourse with the Americans, and occasional visits to Chicago, Boston, New York, &c., the impression is fast gaining ground that there is no people like our republican neighbors. We see their fine cities, their railroads, and their steamboats; we read of their rapid settlement of new territories, and of the liberal system of legislation by which the sudden development of the resources of new districts is a matter of every day experience. Meanwhile, we see nothing of England's prosperity and greatness."

These sentiments have doubtless been growing for some time back; it certainly does not appear wonderful that they should gain ground; commercial and postal intercourse with Minnesota fosters them, whilst the entire absence of any advantages, governmental or otherwise, from our own country is not unfavorable to them. British subjects at Red River still cling to British connection, but, the association of ideas suggested thereby although pointing to all that is prosperous and great, all that is glorious in history, is at Red River obscured by the fact that it does not bring directly to them any palpable benefits. They bitterly feel that they are neglected; they long to continue British subjects in reality as well as in name, but they do not yet participate in any of the commercial and other advantages which, as fellow-subjects, they have a right to expect from an enlightened and liberal government.

The people of Red River feel that American influences of every kind are operating upon them, and that they must become Americanized if some immediate effort is not made to counteract this tendency. In the Memorial now presented they observe "that American influence is rapidly gaining ground here, and if action is long delayed, very unpleasant complications may arise," and they proceed to point out that the opening up of the country by a national highway, which will give them a means of intercourse with their fellow subjects in Canada and elsewhere, without leading through a foreign land, would very greatly contribute to their weal, and permanently secure to them the political relationship which they so much desire. "If a good road from Canada to Rupert's Land is not speedily opened, who can tell the effect on the minds of the inhabitants of seeming neglect on the part of the mother country and the great and advanced intervening colony, joined with habitual dependence on the United States for means of intercourse with the outer world, and for all which they most want? We have no enmity against the United States. We admire much in their institutions, though, very naturally, we do not like them so much as our own. We esteem their people highly as friendly neighbours, and when some among them abuse and threaten us, we give the great majority credit for more just and reasonable sentiments. But there are those in the States who are ambitious of territorial extension, and who would not only offer to, but force upon others the institutions they themselves value; and if the affections of our countrymen were cooled by supposed neglect, or their interests be involved in a change of allegiance, it is not difficult to foresee that influences might be brought to bear upon them which, we are convinced, would not really favour their own welfare and progress, and which would most seriously affect the prosperity of the great empire of which the ignorant and thoughtless might account them an insignificant part. With these views, we cannot but feel how much is involved in the question of a practicable and not too difficult route from Canada to the Red River.\*" No better earnest of the desire of this community of settlers to maintain British connection can be had than the offer made by them in their Memorial, to construct nearly a hundred miles of the road towards Lake Superior. The enterprise of Americans has already given them the commercial advantages of steamboat communication with the heart of Minnesota, but they would greatly prefer a means of communication in the direction of Canada; and to attain this end the people of Red River, although strangers to wealth, are prepared, by their own voluntary contributions and labour, to open up what is really, in connection with the navigable waters of the Lake of the Woods, about half the length of the line of communication to Lake Superior; provided the Imperial or Provincial government will undertake the remainder.

### THE PROPOSED LINE OF COMMUNICATION.

Having thus endeavored to illustrate the claims and aspirations of the people of Red River; having briefly shown the political necessity of adopting such early measures as may be best calculated to open up a line of easy communication between that isolated settlement and Canada, and thus counteract the tendency which dependence on a foreign power for any commercial intercourse they possess, must undoubtedly produce; and having also shown from the best authorities the adaptability of an immense area of Central British America for successful colonization, in view of the establishment of a great national highway from Canada to British Columbia, the engineering character of the undertaking now remains for consideration.

In another place the writer has alluded to the construction of a continuous line of Railway from Canada to the Pacific ocean on British territory. The various schemes previously suggested to open up a highway between the two oceans are there briefly reviewed, and notwithstanding the magnitude of such a Railway, and the impossibility of proceeding with its construction at once, a work of this character is regarded as the only satisfactory means of communication across the continent. It is argued that although a Railway might well be viewed as a thing of the future, it would be advisable to regard it as the final and great object in view in any present attempt to open up the country, and that the work of inter-communication throughout the vast extent of country now lying waste in the interior should be so designed that as the roads advanced from rude to more perfect stages, in harmony with the progress of settlement and the gradual development of traffic, they should ultimately culminate in a great and continuous Railway line from ocean to ocean.

The writer has had no reason to change the views he formerly made public, with regard to the best means to be employed in opening up the country; on the other hand, the Road system for new territories already propounded has been so favorably reviewed by the press, and approved by many of the leading men in the Province, that he is strongly confirmed in the belief that it possesses many recommendations. Moreover, the fact cannot be overlooked that the Memorialists of Red River virtually give the preference to the system alluded to in selecting its advocate to represent them in pressing upon the Government the importance and necessity of opening up avenues of communication through the country.

These remarks seem necessary on account of the feature of novelty possessed by the "Territorial Road system" herein recommended, and which feature is without doubt, a very strong objection to any scheme involving similar weighty interests. The system now brought before the notice of the Government is untried, and therefore its advocate ought to be prepared to demonstrate its merits. This the writer respectfully submits is accomplished by the testimony of such authorities as must command the utmost confidence.\*

In the article appended to this on a proposed Territorial Road system in connection with the colonization and settlement of Central British North America, it is submitted that a Great Railway communication across the continent, entirely through British territory, should at once be initiated by laying down what has been designated, for the purpose of distinction, a "Territorial Road Line." On this line which, in fact, should be the best engineering location for a Railway from the settlements of Canada along the general line of the Fertile Belt to British Columbia, it is proposed that a broad "road opening" should be formed through the wooded districts, an Electric Telegraph erected throughout, and such bridging and other rudimentary works done as would enable the line to be used as a Post-road.

It is not claimed that the initiatory works at first contemplated are free from difficulties; it is, undoubtedly, a great mistake, either to disguise those that are known, or to ignore such as might reasonably be anticipated. We know that formidable obstacles exist to the west of the Saskatchewan district, as well as to the east of the Valley of Lake Winnipeg, whilst more than half the length of the probable route through the latter division of the country, viz: that section between Lake Nipissing and Fort William, is, perhaps, as little known as many of the remotest corners of Rupert's Land. Even in the long extent of flat prairie country in the interior, although the establishment of a Post-road could easily be done in almost any required direction, the construction of a Railway would involve heavy bridging over many of the streams and eroded valleys, and therefore considerable care should be exercised in the location of a line through this as well as the wooded divisions of the country.

\* See Appendix.

## LAKE SUPERIOR TO RED RIVER.

The section of the route between the navigable waters of Lake Superior and the Red River settlement is the first to demand particular attention. The opening of an easy means of communication on this section will at once supply a want greatly felt by the Memorialists, and provide an inlet to the vast areas of arable land, which, without proper means of access must forever lie waste.

The physical character of the country between Lake Superior and Red River is thus described by Mr. Dawson: "In its general aspect it is a hilly and broken country, intersected by rapid rivers and wide-spread lakes. The mountains, however, do not rise to any great elevation, except on the immediate borders of Lake Superior, and there are several fine alluvial valleys, the most extensive of which is that of Rainy River, which has been so often referred to in previous reports. The lakes and rivers present long reaches of navigable water, the principal of which, extending from Fort Frances to the western extremity of Lac Plat, is 158 miles in length. Dense forests cover the whole of this region, and the most valuable kinds of wood are seen in various places, and in considerable quantities. Elm is to be found on Rainy River, and white pine of a fair size and good quality abounds on the borders of the streams which rush down the steep declivity of the eastern slope to Lake Superior; but it is still more abundant on the western slope, on the waters which flow towards Rainy Lake. On the Saginega River, and on the Seine and Maligne, there are extensive forests of red and white pine. Occasional white pine appears, too, in the beautiful valley of Rainy River, and on the islands in the Lake of the Woods; but on proceeding westward they become more rare, and on nearing Lake Winnipeg disappear altogether. When the pine forests in the neighborhood of Rainy Lake are considered in connection with the fertile region to the westward of Red River, where there is but little wood fit for economic purposes, and regarded in reference to what may be the future wants of that extensive district, they assume an importance not to be overlooked in estimating the resources of this part of the country."

Three canoe routes from Lake Superior to Red River have already been surveyed and reported on to the Canadian Government; two of which were constantly used many years ago by the old North-West and the Hudson's Bay Fur Companies. One route follows the boundary line between British America and the United States, and is known as the "Pigeon River Route." The other is called the "Kaministiquia Route," and follows, in part, the river of that name. Another route by way of Dog Lake, Savanne Portage, Milles Lacs, and the river Seine to Rainy Lake, was selected by Mr. Simon Dawson as the best, and recommended by him in his able report to the Canadian Government.

Of these three routes the least objectionable in many respects is undoubtedly the one last mentioned; a long section of it is removed to a considerable distance from the international boundary, and with some modifications of Mr. Dawson's plan, it could be advantageously used in connexion with, and partly in advance of, a Great Territorial Road stretching through the country.

A Territorial Road Line from the city of Ottawa or some other point in Canada, where a convenient connection may be had with the existing Railway system, to Fort Garry, in the Red River Settlement, would (so far as our knowledge of the country enables us to judge) touch Lake Superior at Nipigon Bay, where, according to Bayfield, ample harbor accommodation is found, running westerly, and deflecting a little to the South of an air line, it would touch Dog Lake, and Savanne Portage, it would keep to the North of Lac des Mille Lacs, and strike the river Seine at Little Falls; thence it would skirt the waters of the Seine to a point northerly from the navigable waters of that river on Rainy Lake level, at the foot of the twelve portages; thence it would cross to Rat Portage, and continuing westerly towards Fort Garry, touch the northwesterly limits of Lac Plat. Thus following the general direction of the canoe route recommended by Mr. Dawson, and substituting sections of a Territorial Road where the navigation is much broken, we might secure a land and water communication of the following character:—

	Miles.	
	Land.	Water.
Nipigon Bay to Dog Lake, (Territorial Road).....	40	.....
Dog Lake and River, (Steamboat Navigation).....	.....	35
Portage to Savanne River, (Territorial Road).....	5	.....
Savanne River and Lac des Mille Lacs to Little Falls, (Steamboat Navigation).....	.....	65
Little Falls to Rainy Lake level, (Territorial Road 30 miles) }	60	.....
do do (Branch Road 30 miles.) }		.....
River Seine and Rainy Lake, (Steamboat Navigation).....	.....	50
Portage at Fort Frances, (300 yards).....	.....	.....
Rainy River and Lake of the Woods, (Steamboat Navigation).....	.....	158
Lac Plat to Fort Garry, (Territorial Road).....	92	.....
Total.....	197	308

We could thus secure by the construction of 197 miles of road, and two dams, one at the outlet of Dog Lake, the other at Little Falls, to render the waters above them navigable for steamboats, a stage and steamboat connection from Lake Superior to Red River. This arrangement would possess the great advantage that it would avoid the broken navigation of the Seine from Little Falls to the twelve portages, a distance of about 60 miles, which can be only rendered navigable for small boats, by constructing a series of dams, measuring, in the aggregate, 130 feet in height, and involving an equal number of portages of a total length of nearly seven and a half miles. It would, at the same time, confine the expenditure chiefly to the line of a continuous Territorial Road, 167 miles of which would be available whenever it became necessary to open a wholly land route through the country, and then it would only be necessary to construct 258 additional miles in order to complete the road from Lake Superior to Red River. In the above proposition it may be observed that Mr. Dawson's recommendations are adopted in the main between Dog Lake and Lake Winnipeg, the only difference being the proposal of a road 60 miles in length to avoid the difficulties of the river Seine from Little Falls to the foot of the twelve portages, east of Dog Lake; instead of constructing a road to Fort William, it is proposed to make it to the equally good harbor on Nipigon Bay, in view of a direct land communication with Canada available at all seasons of the year. A Territorial Road constructed on the line proposed would not approach the United States boundary at any point nearer than 50 miles, an advantage which, in a military sense, must be considered of great importance, in view of a permanent Railway communication being made on the same line at some future period.

The following modification of the above plan would, at a comparatively small additional expense, very greatly simplify the character of the communication to Red River. Instead of using the navigation of Dog Lake and River by constructing a dam at the outlet, the road from Nipigon Bay to Dog Lake might be continued to Savanne River. The only obstruction to the free navigation of Rainy Lake and Lake of the Woods might be removed by the construction of a brace of wooden locks at Fort Frances. By this arrangement the communication from Lake Superior to Red River would, by the opening of three separate pieces of the Great Territorial Road, the construction of one set of locks, and a single dam, be reduced to the following:—

	Miles.	
	Land.	Water.
Nipigon Bay to Savanne Portage, (Territorial Road).....	80	.....
Savanne River, Mille Lacs to Little Falls, (Steamboat Navigation).....	.....	65
Little Falls to Rainy Lake level, at 12 Portages, (Territorial Road, 30 m.) }	60	.....
do do (Branch Road, 30 m.) }		.....
River Seine, Rainy Lake, and Lake of the Woods to Lac Plat, (Steamboat Navigation).....	.....	208
Lac Plat to Red River, (Territorial Road).....	92	.....
Total.....	232	273

A communication as above proposed would give two long steamboat reaches of 65 and 208 miles respectively, with an intermediate link of road 60 miles in length. There would also be two terminal sections of road; one 80 miles long, adjoining Lake Superior; the other 92 miles long, adjoining Red River. The establishment necessary to carry on traffic by this plan would belimited to two or more small steamboats, and a sufficient number of horses and waggons on each of the three sections of road above given. The cost of construction would be confined chiefly to the line of the permanent land route, and there would only remain to be built 53 miles from Savanne Portage to Little Falls, and 170 miles from river Seine to Lac Plat, or a total distance of 223 miles, in order to complete a Territorial Road from Nipigon Harbor, on Lake Superior, to Fort Garry, on the Red River.

Such are some of the plans by which a communication may be opened between the lake region of Canada and the inland settlements at Red River. They are designed to meet a present want, at a moderate expenditure, without losing sight of the ultimate establishment of a great line of Road from Canada to British Columbia. The opening of an easy communication from Red River to Lake Superior has been more particularly referred to for the reason that it is viewed as a necessary work which cannot, without prejudice to the best interests of this section of the Colonial Empire, be much longer postponed.

As American enterprise has already opened up a line of transport to the Red River settlement, it may be well now to enquire how far the route proposed to be opened up through British territory may be able to compete with its American rival.

Taking, in both cases, Toronto as the starting point, and Fort Garry the point of destination, we have the following distances, observing that the lengths of Railways are obtained from the several companies' published statements, and the other distances when not to be had from better authority, are measured on the map, and allowances made for windings of rivers, and other intricacies of navigation. The figures are, therefore, in some cases, only approximate, although sufficiently near for the present purpose. Table No. 1 gives the distances by the most direct and continuous railway route from Toronto by way of Chicago to La Crosse, on the Mississippi, the extreme north-westerly limit of the American railway system, thence by steamer to St. Paul, by stage to Georgetown, and by steamer on the Red River to Fort Garry.

TABLE No. 1.—Toronto to Fort Garry by Chicago.

	Miles.			
	Rail.	Water.	Stage.	Total.
Toronto to Chicago.....	514	.....	.....	514
Chicago to Prairie La Crosse.....	296	.....	.....	296
Prairie La Crosse to St. Paul.....	.....	208	.....	208
St. Paul to Georgetown.....	.....	.....	290	290
Georgetown to Fort Garry.....	.....	480	.....	480
Totals.....	810	688	290	1788

Table No. 2 presents the distance by the route from Toronto, by Collingwood, to Nipigon Harbour, Lake Superior; thence by the stage and steamboat communication proposed to be opened up to Fort Garry, in the Red River Settlement:—

TABLE No. 2.—Toronto to Fort Garry by Lake Superior.

	Miles.			
	Rail.	Water.	Stage.	Total.
Toronto to Collingwood.....	95	.....	.....	95
Collingwood to Nipigon Harbour.....	.....	450	.....	450
Nipigon to Savanne Portage.....	.....	.....	80	80
Savanne Portage to Little Falls.....	.....	65	.....	65
Little Falls to 12 Portages.....	.....	.....	60	60
12 Portages to Lac Plat.....	.....	208	.....	208
Lac Plat to Fort Garry.....	.....	.....	92	92
Totals.....	95	723	232	1050

## Comparison between the Chicago and Lake Superior routes :—

	Total Distance—Miles.			
	Rail.	Water.	Stage.	Total.
Toronto to Fort Garry by Detroit, Chicago, La Crosse and St. Paul.....	810	688	290	1788
Toronto to Fort Garry by Collingwood, Nipigon Harbour, Savanne Portage, Rainy Lake, and Lake of the Woods.....	95	723	232	1050
Difference.....	715	35	58	738

The last table gives the total distances, by railway, steamboat and stage, on each route. By this it appears that although the route by Chicago and St. Paul has 35 miles less steamboat communication, it has at the same time 715 miles more railway, and 58 miles more stage road than the route by Lake Superior. Tables Nos. 1 and 2 will also show that St. Paul is 63 miles farther from Toronto by Chicago, than Fort Garry is from Collingwood, by the route proposed to be opened up.

We may extend the comparison to another American route, which although giving about 100 miles greater steamboat distance than the Chicago route, has nearly 200 miles less railway to be passed over. The route referred to passes over the Railway from Detroit to Grand Haven, thence across Lake Michigan to Milwaukee, thence to La Crosse, St. Paul, Georgetown, and Fort Garry. Although this is without exception the shortest, if not the speediest existing route, the following will clearly show that the one proposed to be opened up through British territory, will compare most favourably with it. As it seems unnecessary to repeat the intermediate distances, the total length of each mode of conveyance on each route is only given :—

	Miles.			
	Rail.	Water.	Stage.	Total
From Toronto by Detroit, Grand Haven, Milwaukee, La Crosse, St. Paul, and Georgetown, to Fort Garry.....	618	788	290	1696
From Toronto to Nipigon Harbour, and by proposed Territorial Road and Steamboat communication to Fort Garry.....	95	723	232	1050
In favor of proposed route.....	523	65	58	646

It may be noted that although the Railway by Chicago is generally considered the most direct route to any point beyond St. Paul's, the route by Grand Haven and Milwaukee is much the shortest line open for travel; the whole distance to Red River by this route being 1696 miles, against 1788 miles by way of Chicago. Notwithstanding the circumstance that the Grand Haven and Milwaukee route is nearly 100 miles shorter than the route commonly used, and is in fact the shortest American route capable of being used, the above comparison between it and the one proposed over British territory, shows that the latter has the advantage in every particular. The steamboat distance is 65 miles shorter; the total length of stage road is 58 miles shorter; the length of railway to be passed over is 523 miles less; and the total distance is 646 miles shorter by the British route than by the other. To obtain these very palpable advantages it is only necessary to construct in all 232 miles of common stage road, build one dam and one set of small wooden locks. By executing these works, we substitute a communication of about 1050 miles in length through British territory, for one about 1696 miles long, and chiefly through a foreign land.

The British route has one additional feature, which in view of securing at an early day a paying traffic for a railway west from Lake Superior may be of considerable importance. By this route the distance to the northerly portions of Minnesota and Dacotah is

shorter than by any other. It does not therefore appear too absurd to anticipate that part of the future traffic of these States may feed a well opened line of communication on the route proposed.

#### A TELEGRAPH AND ROAD FROM CANADA TO BRITISH COLUMBIA.

With regard to the establishment of an Electric Telegraph and Post Road, from Canada through the Red River district to British Columbia, a few words may be added. Assuming that the reasoning of the writer in another place in favour of developing the resources of new districts, by the adoption of a comprehensive road system, is correct; it seems quite certain that the application of the principles laid down for opening up, by means of territorial roads, the leading highways of a new country, if applied to the development of the vacant districts in the interior of British North America, would result in most important advantages. A territorial road is understood to be the precursor of a railway; its establishment is recommended in every case where prospective traffic may possibly render steam power, as a means of conveyance, profitable or necessary; and this is considered essentially one of these cases. If the building of a railway be at the present time inexpedient, who will venture to say, in view of the forty millions of fertile acres stretching in a wide band across the central plains to the rich auriferous valleys of the Rocky Mountains, and in view of the sudden impulse which the gold discoveries must give to properly directed emigration and colonization, that a railway will not follow in the path of a simple road across the continent before another generation has passed away? The late prosperous Republic was until lately fed by a living stream of population from the densely inhabited countries of the old world. That stream is, however, interrupted by the unfortunate difficulties of our neighbours. May not this stream, by opening a proper inlet, be diverted into a new channel, and may not the whole of British America benefit thereby? If a portion of the immigration, which has hitherto swelled the ranks of the American Republic, could be led to our own prairies by a route which would make them as near and as accessible as those on the Mississippi, a Post Road and a Telegraph through the country would meet with abundant employment; a demand would soon be created for an improved means of communication, and, on some sections, railway service would speedily be called into requisition.

By opening up a territorial road and erecting a line of telegraph across the country, steam and electricity, the great civilizers of the present century, would obtain a foothold on the wide, dreary, and as yet uncultivated wastes in the far interior; and although it might be said that the seeds only of the former would be sown, the latter would bear immediate fruit; time and labor would develop the former, while the latter would stimulate these agencies in their work. For many reasons it is thought that an electric telegraph ought to be erected along the precise line of the intended railway, at the earliest possible moment; in addition to its value in a military and commercial aspect, as an instantaneous means of communication between the two oceans, it would aid greatly in the work of colonization; it would enable points, isolated in other respects, to express their wants and wishes,—settlements springing into existence a hundred or a thousand miles distant, would always be aware of each other's progress, and be made acquainted with important events as they transpire; and thus the pioneer, although for a time remote from civilization and its accessories, would at least feel less secluded by being within instantaneous hearing of them.

It is part of the plan proposed that the territorial road should be constructed and improved from a rude beginning through gradual stages, in harmony with the progress of the country, to the highest degree of perfection required by traffic. It is thought that both the development of the road and the settlement of the country would in this way be much enhanced,—road work and settlement keeping pace with each other to the mutual benefit of both; and in this connection it appears possible to adopt a system for disposing of the vacant lands, more inviting to settlers when properly understood, and certainly more advantageous to the country at large, than "The Free Homestead Law" of our neighbors. While any person over a certain age, by that law, may secure in the United States an unoccupied lot of land in the remote west, on payment of fees amounting in all to about \$15, and on cultivating the land for a period of five years,—there is no provision whatever made for making the land accessible; the settlers must find their way in and out

as best they can: the question and cost of opening roads and bridging streams is left entirely with the pioneer cultivators, and in consequence, necessarily becomes a great drawback to general progress, as is always the case when the opening of roads is left to individual fancy and exertion. It is believed that a better plan would be to give any one a farm lot, who, in return, would expend a certain number of days' labor under authorized direction on the leading thoroughfares. Suppose, for example, the lands were laid out in lots of one hundred acres each, and that to secure a patent it were required of each occupant to give ten days' labor in each year for a period of ten years. Labor is the capital of an industrious, poor man; he has this to invest and nothing else; with it, however, he would thus be enabled, not simply to secure a homestead, but one made valuable by good roads.

A concentration of labor in this way, year by year, on a "Territorial Road Line" previously established, would in course of time prepare it for a railway track, while the occupation and cultivation of the land would prepare the country for railway service. This, it is true, would be a slow process, but one, nevertheless, which could not fail to prove certain in its results; as the planting of an acorn in due time produces a gigantic oak, so in the manner indicated the expenditure of a small capital in the first place, with a systematic direction of industry afterwards, would cause a great national highway to be developed by a natural and unfailling process.

Were such a scheme as that proposed once adopted, and a comparatively small sum expended on the construction of a simple, even a rude, waggon road, and on the erection of an electric telegraph on the best railway line within British territory, there would be no fear, it is confidently believed, of the final result. The rude waggon road would be the embryo of a great arterial steam communication from ocean to ocean; it would mark out the back bone of a country covering no less than sixty degrees of longitude, and which, in the providence of events, may become an important power on this continent,—whilst the telegraph would at once resemble the spinal cord of a national nervous system which must yet ramify in many directions throughout this great division of the Colonial Empire.

In concluding these remarks the writer has only to express his confident hope and belief that the time is at hand when measures will be taken to release the people of Red River from their present isolated and unsatisfactory condition,—that they will no longer be left as castaways and allowed to drift imperceptibly, yet inevitably, from their own political horizon. The nation to which they cling and appeal for aid is too mindful of its subjects not to help them out of actual danger; there are already signs of succor for these hardy pioneers; recent conferences between high Imperial and Provincial authorities betoken favorable results. The reference to "the North-west" in the speech of His Excellency the Governor General of Canada, at the opening of the present Session of the Legislature foreshadows coming measures,—the immediate future seems pregnant with good,—may this be the dawning of bright days for that nucleus of a vast population which, it requires little foresight to perceive, must yet be spread out on the plains of Central British North America.

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**APPENDIX.**

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**R E M A R K S**

ON A PROPOSED

**TERRITORIAL ROAD SYSTEM,**

IN CONNECTION WITH THE COLONIZATION AND SETTLEMENT OF

**CENTRAL BRITISH NORTH AMERICA.**

By SANDFORD FLEMING, Civil Engineer.

A period of about 18 years' professional experience in this Colony, spent chiefly in the location and construction of Roads and Railways, has afforded the writer opportunities of observation and reflection on the important subject of opening up ways of inter-communication. He has been led thereby to consider the origin and progress of the different existing lines of transport throughout the Province, with the view of devising some comprehensive Road system adaptable to the opening up of new territories without involving heavy expenditure, and at the same time providing for the most rapid development of the necessary lines of traffic which may eventually be called for by the progress of the country.

It is not presumed that a plan has been formed in every respect faultless, but it is hoped that by directing special attention to the subject, a scheme may be matured which whilst avoiding the difficulties which have arisen through the absence of a pre-arranged system heretofore, may have the effect of extending to yet unsettled districts, the advantages of the most perfect means of communication at the earliest possible moment, at the least possible outlay, and thus result in great public good.

It may be remarked that although this article is prepared with especial reference to the colonization of the unoccupied habitable districts of British North America, the importance of the question is not confined to that country,—a comprehensive Road system such as that in view would be adaptable to other divisions of the Colonial Empire. In Australia and Africa, vast fields in the interior yet remain to be opened up; also in India, where the means of communication are so imperfect that the full benefit of the industry of that country is neither realized by its inhabitants nor by the Empire at large. Thus showing that however feeble its advocate may be, and however imperfect the scheme submitted may appear, the question at least, is of sufficient importance to occupy a share of the attention of Public men.

About eight years ago the writer first publicly directed attention to the discordant and unsatisfactory character of the system hitherto practised in establishing lines of inland commercial intercourse, and he then suggested the leading features of the Territorial Road Scheme, pointing out some of the advantages thereof.\* Last year he prepared for

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\* Prospectus of a scheme for extending the Northern Railway from Collingwood to Owen Sound. April 4th 1855

publication an article on the subject embracing such observations as then appeared necessary to elucidate the necessity of a change, as well as the character of the change proposed, but as only a few copies of that article were issued, and as it goes over the whole field of enquiry in a concise form, he may be pardoned for reproducing it in the sequel.

Although the writer has long been convinced of the policy of reducing the location and construction of roads in a new country to some well arranged system, he can now with confidence recommend the principles laid down, supported as they now are by the testimony of many of the highest professional and other authorities in the Province. The letters which follow and which have been kindly favored by some of our leading railway Managers and Engineers adduce most valuable data in support of the Road system proposed.

*Letter from Frederick Cumberland, Esq., Managing Director, Northern Railway of Canada.*

NORTHERN RAILWAY OF CANADA,  
TORONTO, 2nd December, 1862.

MY DEAR SIR,—I have read with some care your article suggestive of a new system for laying out Colonization and Settlement roads.

Nothing certainly could be more absurd than the old system of road allowances and concession lines so far at least as they were intended to supply leading highways or arteries of Districts; for under it those highways were arbitrarily located and established upon a mere geometrical basis, without reference to the economical principles which should govern in such cases.

As far as I know, you are the first to direct attention to this anomaly, and to suggest practical corrective to it.

There can be no possible doubt that the rapid development of a settlement and the interests of the settlers are greatly dependent on facilities of outlet,—that such facilities are greatly diminished and postponed by blind adherence to a geometrical location,—that such a location must oftentimes be subsequently abandoned by reason of its unfitness and in favor of new and more suitable lines—and that the result in such cases is primary damage to the settlement and ultimate heavy and unnecessary charges upon it.

All this it seems to me, your proposed system would correct, whilst it would secure the great additional advantage of so locating the leading lines as to constitute them the pioneers of Railways and thus give a double value to all outlay from the outset.

I note your reference to Mr. Roy's report relative to the location of Yonge Street, which certainly illustrates in a very marked manner the original error to which I am referring, as well as the extravagant cost at which it has been (only partially) corrected. Evidently a chance location, it has been projected 42 miles northward with rigid geometrical accuracy, and without any regard to its own natural difficulties, or to the tempting facilities its immediate neighborhood would have afforded. Had this great north road been established under your proposed system, it would have been carried to the westward of its present line (most probably in the very location now occupied by the Northern Railway.) with easier grades, less bridging, through better lands, and at far less cost—to the manifest advantage of the earliest settlers, and to the relief of their successors from the burthen of improvements which notwithstanding their great cost and extent have still left it what it must always be, an inefficient highway. Had this been done, too, the lateral roads, based upon the best locations, would now have been feeders to the Railway, but as it is they are of little or no value.

*With the detailed reasoning of your article I generally concur, and it seems to me that the practical value of your suggestions is so palpable that could they attract the attention of the government authorities charged with the opening of new Territory, we should very soon see them applied.*

I am my dear sir, sincerely yours,

FRED. CUMBERLAND.

S. FLEMING, Esq., C. E.,

*Letter from Geo. Lowe Reid, Esq., Chief Engineer to the Great Western Railway of Canada.*

GREAT WESTERN RAILWAY, ENGINEER'S DEPARTMENT,  
HAMILTON, 17th December, 1862.

SANDFORD FLEMING, ESQ., C. E.,  
Toronto.

MY DEAR SIR,—I duly received your letter of the 1st instant, and the accompanying pamphlet, containing your paper entitled, "Practical observations on the construction of a continuous line of railway from Canada to the Pacific Ocean," &c.

At your request I hasten to give you briefly my views on the general merits of your scheme.

In the opening chapters of your paper, you pass in review the numerous advantages which would result from the opening up of a permanently reliable line of communication between Canada and our Pacific possessions. You admit that at the present day such a road or railway would be commercially unproductive, but you adduce very strong arguments to prove that the element of *time* alone is required to bring the work to maturity as a self-sustaining highway.

Your scheme of construction and gradual development is founded upon the analogy of our existing Canadian roads, in respect of which you point out that we have, *first*, our road allowances as blocked out on the original surveys, and subsequently graded in a rough manner, when settlements are formed around them; and *secondly*, come our plank gravel or macadamized roads in the more thickly populated districts when the necessity for improved means of inter-communication arises; which again are followed, *thirdly*, by railways, when the wealth and commercial requirements of the country demand a still more perfect mode of transit than any system of mere *roadway* has yet been able to supply.

In connection with this subject of roads as laid out on our own township surveys, you show very forcibly that the original rectangular lines of road allowances are, as a general rule, inapplicable for the more important classes of plank and gravel roads, and that the routes selected for our Provincial railways have been again distinct from either, thus entailing the loss of much of the labour and expense expended on these roads whose future progress is so seriously checked by the railway system.

To obviate these constantly recurring evils, your plan is to keep the subordinate roads of the townships along your main highway, entirely subsidiary to the future line of railway, which is designed eventually to traverse that district, and that, although this trunk line will only be a mere rough earth-road for several years, its future development into a completely appointed railway is never to be lost sight of, and that consequently its route must be well and carefully selected, and its location governed by every consideration, as well of engineering requirements, as of future commercial advantages.

I have no hesitation in saying that your scheme and general views on this subject appear to me to be deserving of a large share of consideration on the part of our Government, when they come to decide upon the means to be adopted for opening up our great western possessions, or when the period arrives for throwing open new blocks of townships for future immigrants.

Regarding your scheme—as a whole—for the gradual development of roads into railways, and for the subordination of all mere township or county roads to some well-matured main artery of communication, I repeat that it must commend itself to all those who have had much experience either in actually opening up new settlements, or in laying out lines of new roads or railways, or in superintending those public departments whose office it is to control the expenditures upon these works, or to govern their location on commercial or military grounds.

My own eleven years' experience as a Civil Engineer in this Province, (which I believe is shorter than your own) during which time I have had charge of the construction of about 360 miles of railway, has revealed to me many of the defects inherent in the present system of surveying township blocks which, although probably unavoidable in the first settlement of a new colony, need not by any means be unceasingly repeated in

the survey of new territories which at irregular intervals of time are being added to the older districts.

I am, my dear Sir,

Yours very truly,

GEO. LOWE REID.

*Letter from J. Lewis Grant, Esq., (late) Superintendent Northern Railway of Canada.*

TORONTO, 30th December, 1862.

SANDFORD FLEMING, Esq., C. E.,

Chief Engineer, Northern Railway of Canada,

SIR,—Your letter, accompanied by a pamphlet containing practical observations on the construction of a continuous line of railway from Canada to the Pacific Ocean, &c., is received.

In reply I beg to state that I have given the subject such consideration as my limited time will allow, and although the scheme is one of great magnitude, and the ideas therein contained new, and somewhat novel in their character, still I consider the general plan well conceived, and could it be adopted in detail, I have reason to believe, would greatly expedite the opening up and settlement of a new country, and rapidly augment both its population and wealth. Your views upon a general plan for the early introduction of the telegraph line, surveying and laying out of lands, roads and railways, although presenting new features, I considered to be formed upon sound principles, and are well worthy of the careful consideration of those holding the future destinies of a territory so rich in natural advantages as that of the great North-west. Your suggestions relative to railway construction, operation and maintenance, wherein are mentioned advantages too often ignored or lost sight of, namely, alignment, least possible gradients to overcome, and most direct routes between the sources of trade, could all be adopted and made available, and would be of incalculable and lasting benefit to the undertaking.

The policy of reserving belts of timber for shelter from storms is one which I quite approve of. My experience upon railways in the United States and Canada has convinced me that in winter when severe snow-storms have prevailed, through wooded portions of the line, comparatively little difficulty has been felt, owing to the snows falling evenly and lightly upon the ground, and hence easily removed by the usual appliances prepared for that purpose, while along the open country huge drifts accumulate, often so compact as to be even shovelled with great difficulty. This reservation, although attaching to the railways a large area of land, would contribute in this manner greatly to its success; both in sheltering it during winter and by affording constant supplies of material for its repairs, and fuel at the least possible cost. The most prominent objections to this plan would be the monotonous character of the line to travellers, and the hiding or shutting out (as it were) the view of the railway from the inhabitants.

Your experience during the construction and working of the Northern line for the past ten years must have impressed you with the value of a reduction of public and private road crossings to the least possible number. Your plan for this service is a capital one, and must commend itself to every practical mind. It is but true to say that your observations cover a vast field for operations, and that you or myself can scarcely hope to see the benefits arising from so grand a scheme in our day. I fully believe, however, that could it be carried into practical effect, a lasting benefit would accrue to those who will come after us, and who would, no doubt, award just praise to its originator.

I have the honor to be, Sir,

Yours respectfully,

J. LEWIS GRANT,

Superintendent, Northern Railway.

*Letter from Alfred Brunel, Esq., Civil Engineer.*

TORONTO, January 17th, 1863.

MY DEAR SIR,—I have read with great satisfaction your pamphlet on the subject of opening up new districts by the location of Territorial Roads with a view to future railway service.

Your scheme has my hearty approval, and, speaking after an experience of nearly a quarter of a century in this Province, I have no hesitation in saying that had your suggestions been made and acted upon in the early survey of our lands, the country would have been immensely benefitted thereby.

We have only to notice the location of our existing lines of communication of all classes to be convinced of the expediency of adopting some comprehensive road system in the opening up of new lands. In the recent establishment of our railways it was necessary, in most cases, to carry them at a distance from towns and villages in search of a practicable alignment, or to approach such points at great cost. Had our old lines of communication been laid out on the principles now for the first time suggested by you, our railways would have passed immediately through established centres of business, could have been constructed at a cost commensurate with our means, and would now be paying a fair dividend to the stockholders.

From another point of view I look upon your suggestions as most valuable. By adopting them in the colonization and settlement of our new territories, we should certainly promote the more easy and perfect drainage of the lands as they are brought under cultivation; and no one who has seen how much *agriculture*—our all important interest—now suffers from imperfect drainage, can for a moment doubt the great importance of the facilities which your system would afford.

I am quite satisfied that the proposal to leave a belt of woodland on either side of the road would in practice produce the result you indicate, and prevent heavy snow-drifts; and although this will require a wide location, no exception can be taken on that score when the road passes through unceded lands.

Your details for avoiding frequent road crossings are admirable, and well calculated to obviate the annoyance and danger to which our railways are now in no small degree exposed.

I am convinced that yours is the only plan on which we can extend our railway and telegraph line into our unsettled territories, and thereby establish connections with our sister Provinces, without incurring an enormous debt. It carries with it the germ of settlement and commerce, and therefore of a success independent of those delusive traffic estimates that have led so many to ruin. *It aims at no more than the economical development of the country.*

You may meet with objections from those who are wedded to established routine, but I am sure that no impartial man can deny the superiority of the Territorial road system which you propose.

On the whole, I am fully persuaded that by adopting your suggestions in opening up communications through the vacant districts of British North America, the Government would promote the settlement of the country in the most desirable and practical manner. Settlements would be induced along the line, which, while increasing the resources of the country, are necessary for the preservation of the telegraph lines which it is a part of your plan at once to construct on the great leading highway. And the railway, when the progress of the country warrants its adoption, will not only find a causeway ready to receive it, but a population and local traffic, without which it could not be successfully worked.

We may thus secure the basis of a commercial highway from the Atlantic to the Pacific, through British territory, not only the most complete, but the most surely within our reach.

I remain, my dear Sir,  
Yours most sincerely,

A. BRUNEL,  
Civil Engineer, &c.

SANDFORD FLEMING, Esq.,  
Civil Engineer, &c.,  
Toronto.

The above testimony from gentlemen well and favorably known throughout the Province, must be accepted as specially valuable; and although it seems scarcely necessary to adduce any further evidence at the present time in support of the proposed Territorial Road System, it may in elucidation of the necessity of some future guiding policy, be well to cite one or two prominent examples of unavailing expenditure, as well as absolute loss to the Province, from want of pre-arrangement and system in the establishment of our existing lines of inter-communication; and it may also be satisfactory to refer to the objections which have been brought against the adoption of the system proposed.

Before the introduction of railways in the Province, commercial intercourse was carried on, in those sections remote from navigable waters, by means of improved common roads, constructed at considerable cost, either by the Government or by private enterprise. On reference to the public accounts, it is found that the Province expended, prior to 1850, on the roads which run side by side with the Great Western Railway and its branches, about \$1,215,000. These roads are now almost entirely unproductive, and except for short local travel they have fallen into disuse. It is clear, therefore, that had the Great Western Railway been foreseen, the above expenditure might either have been avoided or economized. Again, through the same section of country (although this is rather delicate ground to touch), the various railway arrangements do not appear to have been wisely ordered. In a district measuring about 230 miles in length, we find three leading lines running in a direction generally parallel, and at an average distance apart of little less than 15 miles. These several railway lines, viz., the Great Western, the Buffalo and Lake Huron, and the Grand Trunk, with their branches, measure a total length of 812 miles; and there can be no doubt that the whole traffic of this total mileage could easily have been accommodated by half that length of railway properly located. Had the system now recommended been in force when this part of Canada was first settled, and had a Territorial line been laid down in the the leading direction of traffic, and had this line, with one or two main branches, been opened up and improved by the expenditure of the \$1,215,000 laid out by the Government on the roads referred to, which are now rendered useless as Provincial works by the subsequent introduction of railways,—the Territorial lines would have at once constituted an important means of communication, and by additional expenditure of capital would have formed a main trunk line of railway, with lateral offshoots, capable of serving the purposes of transport, equally as well as the several independent existing lines. Whilst the lesser length of railway could have been operated and maintained in efficient order at a greatly diminished cost, and thus resulting in a corresponding reduction in the cost of transport, the total outlay on construction would have been very much diminished. The capital expended on the 812 miles of railway exceeds \$44,000,000. It would be a very high estimate to allow one half of that amount for the cost of the other arrangement under any circumstances; thus showing that a saving might have been effected in this section of Canada of many millions of dollars, had the lines of communication been in some measure pre-considered and pre-determined.

There is no difficulty in pointing out cases similar, in many respects, to the one above given, and illustrative of the extreme importance of establishing, upon correct principles, the lines of future traffic in districts yet to be opened up. Through every section of Canada, and, perhaps, in every country, examples are not uncommon; but to confine our attention to familiar cases, the various ways of communication which have been opened up to the country back of Cobourg and Port Hope, may be cited. The country referred to, now designated the counties of Peterborough and Victoria was, until recently, termed the Colborne District, and before 1841 it formed the rear section of the Newcastle District. In the Public Accounts, a sum exceeding \$520,000 is charged against the Newcastle District for improving its inland waters, constructing a gravel road to Rice Lake, and erecting bridges. Since that expenditure was incurred, a gravel road has been completed from Port Hope to Peterboro', and a plank and gravel road from Cobourg toward the same point. Then came the Railway era, and with it the two rival railways from Port Hope and Cobourg, respectively. These various works have cost, from first to last, a gross sum of over \$3,000,000. They were all undertaken with the same main object in view, viz. to open up the interior of the District, and accommodate its increasing traffic. Now what is their condition at the present time? The inland navigation is virtually abandoned, the substantial locks between Rice Lake and Peterboro' have not been opened since the railways went first into operation,

some six or seven years since. The gravel roads, although of an excellent character, are scarcely used, certainly not as leading lines of transport from the inland counties. The Cobourg railway originally imperfectly built, is in such a condition as to be incapable of doing business, has not been worked since 1861, and may not again be put in operation; in fact, the only communication really in use for the main purpose intended, is the single line of railway running northerly from Port Hope to the towns of Peterboro' and Lindsay, and the capital expended on all the other works may now be considered almost entirely unproductive.

Had, in this case as well as in others, a foreknowledge of the ultimate introduction of railways obtained, much unnecessary outlay might have been saved, and interference with established centres of business been spared. Had the opening up of the inland townships of the old Newcastle District been commenced by providing from the first for one main line of railway on the best engineering location from Lake Ontario into the interior, Cobourg and Port Hope would, in all probability, have long since merged into one important town, or perhaps they never would have had a separate existence. At least two-thirds of the capital actually sunk might have been saved, or it might have been employed in extending the railway line through the great hardwood tract lying northerly from Peterboro', and in this service it would have been sufficient to open up an important line, half-way to Lake Superior; whereas the existing railway only reaches some 30 miles inland, and it is virtually all that now represents the outlay of an enormous capital, the interest on which is nearly equal to \$200,000 per annum.

These statements may serve to show the expediency of adopting some system such as that advocated. They are made, not for the purpose of exposing to view mistakes which, probably, with the best intentions, have been committed in connection with important undertakings, but rather that similar errors may, as far as possible, be avoided hereafter. To neglect the lessons which the history of these past undertakings teaches, would be to entail on the future population of yet vacant districts, burdens and disappointments which they need not be called upon to carry.

In the first of the foregoing letters, the lines of communication running northerly from Toronto are referred to, and a few words may here be added. Yonge street, a road 40 miles in length, was, before the introduction of the Northern Railway, the great thoroughfare from Toronto to the northern townships, and to Lake Huron. It was, originally, a random exploration line, run as straight as could readily be done by the Surveyor's compass, in a right angled direction from Lake Ontario. This line was carried directly over hills, ravines or other hindrances, without reference to the gradients of any possible road, or the cost of constructing one. It, however, came to be used as a "trail" through the forest, and subsequently, as the settlements advanced, as a common earth-road. It was afterwards graded at a heavy cost by the Government, and converted into a macadamized road. At the time the latter works were undertaken, Mr. Roy, civil engineer, pointed out in a report that the true line for a great north road was not on the adopted position of Yonge street; but that the immediate neighborhood afforded a location for a good road, which, while avoiding the natural difficulties of the other line, would allow the improvements to be made at a comparatively small expense. Mr. Roy's recommendations were however, unheeded; the difficulties on Yonge street were encountered, and at a great cost partially removed, but the heavy gradients spoken of by that gentleman, as unavoidable on the wrong location, will always remain. When the Northern Railway became to be established, it was an object to approach the numerous towns and villages which had sprung up along the line of Yonge street, not only to accommodate their inhabitants, but increase its revenue. It was, however, impossible to attain this object, except in one or two cases, and then at great cost. For 25 miles out of Toronto, the railway keeps at an average distance of about four miles from the half-dozen villages on Yonge street, and singular enough as Mr. Cumberland points out, it occupies almost the identical location which Mr. Roy suggested for the macadamized road. About 30 miles north of Toronto, the physical features of the country allow the railway to be drawn towards Yonge street, but at a cost in increased mileage which, perhaps, more than neutralizes other advantages. Had the original leading road from Toronto northerly to Lake Huron, been located on the principle of a Territorial line, the towns and villages, which we find on Yonge street, would have sprung up along its supposed route, and they would now of course all be conveniently situated to the railway; whilst the latter, instead of being lengthened out to 95 miles, in order to serve local interests, might have

been situated in the most advantageous position, with a total length of 75 miles. In this case also it is apparent that a very great saving would have been effected in the original expenditure, besides which the cost of maintaining and operating twenty additional miles of railway for all time to come, would have been obviated.

One reason why the establishment of our ways of communication have been accompanied by so many, and as it now appears, palpable blunders, is because the Railway System in this and other countries has been an "after-thought." In the British Islands up to a recent period, the great roads of *Telford* and *McAdam*, ramifying throughout the whole country, were considered complete as a system of communication. The introduction of railways could not fail to clash with established interests, and by reason of the superior excellencies of the intruding system, to render works previously established at great cost of secondary importance and in some instances of little or no actual value. In this Province the same intrusion of a new system of communication has been carried out, although to a more limited extent than in the mother country, and in some degree the losses and misarrangements referred to may be attributed to this cause; but the advantages of the Railway System as the most perfect means of transport and speedy communication are now so fully known and appreciated that it cannot wisely be ignored in the future. If it has hitherto been an "after-thought," it need no longer be one; the most perfect means of intercourse ought to be the first consideration in any measures that may hereafter be taken to open up a new country.

Railways are not only the most perfect of roads, but they are also the most costly, and although they have unfortunately in too many instances proved *too costly*, this cannot detract from the inherent merits of a means of communication the most perfect yet successfully attempted. In order to diffuse the benefits of railway service as widely as possible, by extending these works to new fields, it will be necessary to consider every means which may possibly effect a diminution in their cost. In this connexion the economy of first laying down a Territorial Road and converting it *not too speedily* into a Railway may be noted, as there are some features connected with this system of gradual construction which have an important bearing, not only on the establishment generally of lines of steam communication through new districts, but particularly on the project of connecting Canada with the Atlantic Provinces by an Intercolonial Railway. Suppose, by way of illustrating in a few words the point now referred to, that a line of railway 1,000 miles in length is to be constructed through an unsettled or only partially settled country; it is not viewed as an investment for capital, but purely as a National undertaking, and its cost has to be paid out of the Public Treasury. Two plans, Nos 1 and 2, are presented. By plan No. 1, a capital of \$50,000,000 has to be raised by a loan say at 6 per cent., and the work carried out in an expeditious manner in the usual way. Plan No. 2 is the one herein recommended, and to simplify the comparison it is pre-determined to expend annually a sum exactly equal to the interest on \$50,000,000, or say \$3,000,000. In either case it is evident that the amount last mentioned has annually to be raised, and let us say by direct taxation. In carrying into execution plan No. 1, the rapid outlay of so much capital would, without doubt, have a wonderful effect in stimulating industry, enterprise, and speculation; there would undoubtedly for a time be an appearance of great and unusual prosperity, prices of labour and material would in consequence be inflated beyond their average value, and in a corresponding proportion the cost of the undertaking would be enhanced.

The effect of plan No. 2 would be somewhat different; the work in this case would be proceeded with systematically and gradually, year by year. *It would give steady and desirable employment to those who might be induced to take up their abode permanently along the route*, affording them an opportunity to earn the means of subsistence until they could sustain themselves by farming operations. The tendency to raise prices above a fair average would not be nearly so great as in the case of plan No. 1, while the growing commerce of the country could not fail to be benefitted by a circulation of capital, expended gradually year by year. Moreover, a suspension of the outlay on the completion of the works would be less felt, as the reaction would be comparatively small, and consequently the financial condition of the country could not be disturbed to such an injurious degree. It would be rather difficult to estimate the difference between prices of work in the two cases, but without doubt it would be very material. To allow from 25 to 33 per cent. in favor of plan No. 2 could not, it is thought, be very far astray; and with this difference it is clear that the

whole cost of the undertaking would be about \$36,000,000 against \$50,000,000 if executed under plan No. 1; and hence, with an expenditure of \$3,000,000 a year, the work would be completed in 12 years. It is only necessary now to draw a comparison of results after the lapse of that period. In either case the sum of \$3,000,000 would have been raised by taxation and paid away by the country, and assuming that the traffic receipts of the undertaking would then be sufficient to meet operating expenses, whichever plan had been adopted, No. 2 would leave it free from debt and the country relieved from farther taxation, while under plan No. 1 the borrowed capital of \$50,000,000 would still remain unpaid. Were the receipts insufficient to pay working expenses, the comparison would be even more unfavorable as against No. 1 plan, inasmuch as arrears of operating losses would have accumulated since the first opening of the line, thus greatly increasing the burdens on the country,—while with the other plan the charge for operating losses would only begin when taxation for construction ceased, and even this might be postponed, if thought expedient, by delaying the final completion of the undertaking until it was clear that the traffic of the country had become sufficient to render the work perfectly self-sustaining.

The hypothetical case above presented illustrates very plainly some of the advantages claimed for a gradual system of road development; and it will readily be observed that had it been possible to have adopted some such system in the establishment of our Railways in Canada, they might almost by this time have been entirely completed on the simple interest of their actual cost, and thus have left them free from debt and in a position to perform their functions in a more satisfactory manner than they can now be expected to do. Of course a change of system is not now possible, but if the principles advocated be correct, there appears no good reason why they should not be considered as applicable prospectively. As a general rule, it has hitherto been held impossible to construct great public works advantageously in any but an expeditious manner; hence important and most desirable undertakings have been again and again postponed for the reason that a known paucity of traffic would not justify that enormous outlay of capital which appears to be inseparable from a rapid system of construction.

The Intercolonial Railway may be referred to as a project of this class; having been under consideration for a very lengthened period, and its construction frequently postponed for the reasons above given. This project has now been before the public for nearly thirty years. So long ago as 1835, surveys were made by the Royal Engineers; again, in 1844 and in 1848, surveys were made under instructions from Her Majesty's Government; in 1845 and '46, private companies were projected in England, with the view of carrying out the undertaking. At various times the Legislatures of Canada, New Brunswick, and Nova Scotia have passed resolutions in its support. In 1851, most important negotiations were entered into between the Imperial and Provincial Governments, and at intervals during the long period referred to, it has formed the subject of despatches between the Colonial Office and the Governors of the Provinces. The subject has again been revived, but notwithstanding its extreme political importance, it does not yet appear certain that the work will proceed, and it is feared by many that the actual commencement of operations will again be postponed for an indefinite period.

Rather than indefinitely postpone the advantages of a steam connection between Canada and the Atlantic Provinces by attempting to secure as heretofore the precipitate construction of nothing less than a fully appointed Railway, would it not be more prudent to satisfy ourselves with a scheme which promises at first a road of a less perfect character, and leaves the Railway and its sources of traffic to be built up by a gradual process? This policy not only appears to be that most likely to secure the desired object within a reasonably short period, but it seems most in harmony with the gradual development of a country from a wild and unoccupied condition, and equally in keeping with the state of the Public Finances.

A Territorial Road laid down on the railway route most approved of by the Imperial authorities, could, in a short time, be made serviceable for the purpose of opening the country for settlement, and in due time a fixed annual expenditure would accomplish the construction of a good gravel or macadamized road, fit for any kind of travel. All the culverts and bridges should be constructed in a substantial and permanent manner, in view of the purpose ultimately intended to be served by them, and the grading should be done with the same intention. By this means the most essential portion of a railway

would be secured in an easy and gradual manner, while at the same time the work, in its preliminary stages, would afford access to and egress from the country. We would thus have that portion, and almost the only portion of a railway which is *not perishable*, substantially constructed. At any future time, when it seemed expedient, that part which is permanent only in name, "the permanent way," could be added; and in a case of extreme emergency, should unfortunately one arise, it would be quite possible, with the energy always called forth on such occasions, to lay the rails on the prepared road-bed in a very few weeks.

Every practical railway man will readily understand the allusion above made to that portion of a railway which is *not perishable*, as they well know how marvellously soon the cross-ties or sleepers, and the iron become unfit for duty—the former through natural decay, and the latter through ordinary wear and tear—necessitating an entire renewal of what is called the "permanent way" every eight or ten years. Then the locomotives and the cars of all descriptions require heavy repairs, the cost of which in a single year is probably not less than one-eighth of the whole cost of rolling stock and machinery. Stations, fences, cattle-guards, and road-crossings likewise, are not free from deterioration; and although the outlay required to keep these latter in repair is not nearly so great as that needed for the other services mentioned, yet it always helps to swell the total amount of annual cost of maintenance. It may farther be remarked that a reduced traffic, such as must be expected for many years on lines in new districts, does not diminish, in a corresponding degree, wear and tear; the rolling stock and rails will wear out even if the trains drawn over the road carry extremely light, unprofitable loads, whilst the cross-ties, the fences, cattle-guards, and crossings will decay, whether the railway be used or not. On the other hand, the works under the road-bed are not, to any appreciable extent, affected by time or traffic; when once properly constructed and consolidated, culverts, bridges, and cuttings may be considered, if not absolutely, at least humanly speaking, imperishable.

These suggestions are not made in opposition to the early completion an Intercolonial Railway, yet they appear to present an alternative plan of construction which may with advantage be adopted, if negotiations already commenced should not prove successful. By the alternative plan we would be certain to secure at a comparatively small outlay, and in a very short time, a great military highway acknowledged by competent authorities to be in many respects (although not in all) not inferior to a railway; we would secure a road for ordinary traffic, possessing railway grades and railway curves, admirably adapted for the purposes of colonization, and in every respect fitted for the development of that traffic which alone can satisfactorily keep up a line of steam communication. These remarks may be considered somewhat digressive, but as they are intended to exemplify the advantages of the road system proposed, by applying it to a particular and well known case, they may on that account be excused.

It may be well now to allude briefly to the main objections brought against the Territorial Road system. The cost of ascertaining beforehand the capabilities of a new country, of laying down upon correct principles the leading highways, with a view to future traffic, in addition to the simple subdivision of the land into farm lots, would undoubtedly be greater than the cost of such surveys as have hitherto been required; when, however, a broad view is taken of the subject, when it is considered that the grand object is not simply to dispose of the surplus population of our own, or immigrants from other lands, but to convert a primeval wilderness into a prosperous appendage to the Empire, then it must be apparent that a general pre-arrangement of essential details ought to be instituted.

No one would undertake to erect a costly building, or any other important work, without first considering and arranging the several parts, so that they would best fulfil the main purpose of the structure, and harmonize as a whole; at least equal care and forethought ought to be exercised in proceeding to colonize a new territory, and as the opening of highways is the first step towards civilization, whilst their progress to perfection is of the highest interest, indicating as it does the degree of civilization reached, it is obvious that the roads of a country should receive the earliest consideration. It is clear therefore, that any expense connected with the exploration and survey of a country in advance of

settlement, and in view of preparing a system of leading arteries through it, would be more than compensated by the advantages resulting therefrom.

The other objections to the Territorial Road system proposed are so unimportant, that they need not now be alluded to.

The explanatory observations referred to in the foregoing, may now be submitted.

## THE OPENING OF A HIGHWAY FROM CANADA TO THE PACIFIC OCEAN, ON BRITISH TERRITORY CONSIDERED.

### A TERRITORIAL ROAD SYSTEM, SUGGESTED.

The following is taken from a letter prepared by the writer for publication in April, 1862:—

A communication for commerce between the western and eastern shores of North America, through the great basins of the St. Lawrence, the Saskatchewan, and the Columbia, has for nearly two centuries been a dream of the enthusiast. So far back as 1679 Robert Cavalier de la Sale formed to himself the magnificent scheme of opening a way to China and Japan through the Lake Regions of Canada; and curious enough, the rapids and village of Lachine, near Montreal, took their names, either in honor or in derision of La Sale's project, when he set out on his grand enterprise. About fifty years later Charles Marquis de Beauharnois, Governor of New France, projected an attempt to communicate with the Pacific, and in pursuance of which Pierre Gauthier de Varennes set out in 1731 and was the first to reach the Rocky Mountains.

Of late years the project has been brought prominently before the public in England and in Canada by many writers, amongst others, Lieut. Millington Henry Synge, R.E., in 1848; Major Robert Carmichael-Smyth, and a Mr. Wilson of the Hudson's Bay service, in 1849; Allan Macdonell, Esq., in 1850, and Captain Thomas Blakiston, R.A., in 1859. Each laid their views before the public, and warmly advocated the importance of opening up the interior of British North America by a highway from ocean to ocean.

In 1858 the Provincial Legislature of Canada incorporated a joint stock company for the purpose of opening up the interior and trading therein. This body, entitled "The North-West Transportation Navigation and Railway Company," was granted most extensive powers; besides trading in furs, tallow, buffalo meat, hides, fish-oil, and other articles of commerce, the company was empowered to improve and render navigable the various channels of water communication; to construct links of roads, tramways, and railways, between navigable lakes and rivers, so as to provide facilities for transport from the shores of Lake Superior to Fraser's River. They had likewise the right to own and employ vessels of all kinds "upon Lakes Huron and Superior, and upon all the waters, lakes and rivers lying to the northward and to the westward of the latter, thereby offering to their energy and their enterprise a new and vast field for commercial adventure." The directing board of this company was the same year fully organized, it embraced some of the leading names connected with Canada, but from some cause it has as yet made little progress in the objects contemplated.

From the above brief sketch of the history of the project of establishing a highway from Canada across the continent it appears that it has from the earliest settlement of the country bordering on the Atlantic, been considered a magnificent scheme for the extension of commerce and civilization; the Palliser expedition across the Rocky Mountains, as well as the Red River, the Assiniboine and Saskatchewan expeditions, show that it has very lately received the attention of the Imperial and the Colonial Governments; the recent discovery of gold on both slopes of the Rocky Mountains, gives it much additional interest, and lastly, the difficulties between the United States and Imperial Governments, for the present happily set aside, have not failed to show its vast importance as an engine of military defence.

It seems likely, then, that although the means of transport for nearly 2,000 miles are as yet scarcely better than they were when La Sale attempted to traverse the continent almost two centuries ago, the time is rapidly approaching when a highway across the continent will no longer by any one be viewed as visionary.

Before proceeding to consider the construction of the work practically, it will be necessary to discuss its character, and profitable to view its magnitude.

## ITS CHARACTER.

## A CONTINUOUS LINE OF RAILWAY ADVOCATED.

The early French projectors appear to have had the idea of opening a water communication to the Pacific through the lakes and rivers of Canada and the interior. Nearly all the recent writers on the subject have proposed in different ways to improve and render navigable the natural lines of water communication. I am not aware, however, that any of the latter, by reason of their knowledge of the great Rocky Mountain barrier, have contemplated a route wholly by water; they have generally advocated a mixed system, employing the water channels as far as possible, and connecting them by intermediate links of roads or of railways. On the other hand, Captain Blackiston appears to be much in favor of a land route, for the present, at least from the north shore of Lake Superior to Red River, by the North end of Lake of the Woods, at some distance inland from the international boundary line; and Major Carmichael Smyth in 1849 boldly urged the construction of a "British Colonial Railway" to connect *without break* Halifax on the Atlantic with the mouth of Fraser's River on the Pacific.

All the schemes proposed may be reduced to two kinds, viz.: partly water and partly land; and wholly land routes; the former may possess the advantage in point of cheapness in construction, but certainly not in regard to efficiency. By using the lakes and rivers as far as navigable or capable of being made so, and by constructing connecting links of roads or railways where necessary to complete the chain, it is more than likely that a line of communication could be formed from ocean to ocean at less cost than could a continuous land route;—a mixed land and water route would, however, be always open to the following objections: it would to a great extent, confine colonization to the banks of rivers and lakes where the soil is not invariably most suitable for cultivation. It would involve many transshipments, and be liable to frequent interruptions. It would necessarily be considerably longer than a direct land route, and, as a means of transport for "through traffic," would be slow and tedious,—it would too, and this objection is insuperable, be only available for any kind of traffic during less than six months in the year.\* It is well known that serious delays frequently arise on canal navigation before the season terminates towards the close of navigation by reason of the press of business. The longer the route the greater would be these difficulties; merchants at either end, unwilling to run the risk of having goods arrested in the interior for half a year, would in consequence be debarred from sending consignments across the country for some considerable time before the water channels were completely closed, and hence it is believed that a partly land and water route would not be really serviceable for "through traffic" over five months in the year. The local traffic of the interior would likewise be suspended for long periods, and at such times the country and its inhabitants would be as much isolated as they are now. In a military view alone this objection would prove fatal to any permanent route of an amphibious character; and it is probably on this ground, together with the fact that the water lines pass for a considerable way along the international boundary, that the two military gentlemen last named have extended their advocacy to a line of communication wholly by land through the interior.

A railway communication on the other hand would be the shortest practicable line that the physical features of the country would admit,—it would have no transshipments between tide water on the two oceans,—it would in most instances be carried through the heart of the country at some distance from lakes and rivers, and would thus open valuable tracts of land for colonization which could not be reached by navigable waters; when it touched or intersected water channels, these would form natural branches to it, and be available to their fullest extent in laying open the land along their banks for settlement. It would, as an essential and independent part of its equipment, be provided with an electric telegraph; the telegraph, as on other lines, would be available for purposes beyond the immediate requirements of the railway, and without doubt great benefits would result from

\* The navigation of the lakes and rivers on the line of route are closed from the middle of November to the 1st of June.—BLACKISTON.

the possession of this instantaneous means of communication.\* The railway would throughout the year be open to transport "through" as well as "local" merchandise and passengers, and would, taken with the telegraph, in a military aspect, be available at all times and seasons, and would undoubtedly prove an important as well as a permanent measure of defence to the country.

It is not, however, to be supposed that the operating of a railway through this extensive country would be entirely free from difficulties; the permanent supply of fuel would be a question of no little moment, the intense frosts and the snow drifts of a long winter would have to be contended with. The latter is found in operating Canadian as well as other railways in a like northern latitude, to be a cause of not unfrequent interruptions to the regular running of trains, besides often the necessity of a heavy outlay. The drifting of snow, like all operations of nature, is however, governed by certain laws, and it is possible on a correct knowledge of them to adopt measures in the general design of railways and their appliances which may certainly diminish if they do not entirely remove the evil effects of the agency referred to. These questions will be more particularly noticed in their proper place.

Taking all things into consideration, and, notwithstanding the difficulties last mentioned, it seems as clear as a demonstration that a continuous line of railway, with its electric telegraph, extending across the continent, is much to be preferred to a mixed system of navigation and railway combined; and therefore in the following observations it will be understood that a line of railway is the character of highway ultimately in view. It is true that in preparing the country for railway service the natural water channels as far as they go may be advantageously employed, but it would evidently be unwise to incur much expenditure on any route other than that best calculated to accommodate the permanent wants of the country and highest interests of the Colonial Empire.

### ITS MAGNITUDE.

#### COST AND MAINTENANCE OF A RAILWAY AND TELEGRAPH LINE.

Having determined the character of the means of communication most desirable to be established, it may be well now to glance at the comparative dimensions of the proposed work, and to consider the cost of its construction as well as the annual expense of maintaining it for ever afterwards.

Measuring on the map along the general route of the proposed line from the mouth of Fraser's River, through one of the best passes yet discovered in the Rocky Mountains, along the general direction of "The Fertile Belt," keeping south of the North Saskatchewan, crossing the Red River near the Settlement, bridging the Winnipeg River at the north end of the Lake of the Woods, striking through the country to the most northerly bend of the shore of Lake Superior, thence in a direct line to a crossing on the French River west of Lake Nipissing, and from this point connecting with the existing railway system of Canada, either at the Town of Barric, or at Peterboro, or at the City of Ottawa; the distance thus measured will be found to be in round numbers about 2000 miles, and although a railway between the two oceans on British territory cannot be considered perfect without the completion of the road between Halifax and the most easterly extension of the Grand Trunk in Lower Canada, yet as there is some prospect of this section being made independently, it does not appear necessary to embrace its length in the present consideration.

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 2000 miles of railway measured by the

\* A telegraph would be much more expensive in the first place, and almost impossible to maintain on any line across the country other than a railway or other travelled land route, if carried around lakes or through hundreds of miles of uncleared forest, the wires would constantly be broken by fallen timber, and the posts frequently destroyed by running fires; inconvenient interruptions might thus occur when the telegraph was most in need. On a railway it is part of the duty of the trackmen to look out for fallen trees, and a break is thus speedily repaired when it occurs: when the line is cleared to a sufficient width, interruptions from this cause are not frequent.

average standard of similar works existing in this country implies the performance of labourers' 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 tons 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 creation of motive power equivalent to over 50,000 horses, which power would be concentrated in 400 locomotives—it involves the production of from 5000 to 6000 cars of all kinds, which, coupled with the locomotives, would make a single train over 30 miles in length—and lastly it implies a 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 before hand the cost of operating a truly gigantic establishment of the kind after its perfect completion; a few figures derived from actual results will show that the first construction of a railway through the interior of 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 2000 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 dollars—over 5000 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 this 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.

### ITS IMPORTANCE.

#### A GREAT NATIONAL WORK, A FIELD FOR LABOUR, AN ENGINE OF MILITARY DEFENCE

The above computations taken by themselves are more than sufficient to deter any one from casting a second thought on the subject of constructing a railway through the unpeopled wilds of British North America; but when we again reflect on the vast importance of this great national work the belief is forced upon us, that at some period, *let it be a remote one*, the undertaking will certainly be accomplished. While most authorities have very fully dwelt upon the commercial advantages to be attained by a speedy means of communication across the country—while they have shown its value as a connecting chain between British Columbia, the Gold Fields on the slopes of the Rocky Mountains, the Settlements at Red River, and the Atlantic Provinces, as well as a link of connection between China, India, even Australia, together with other Dependencies on the Pacific, and the Parent Land—while they have advocated it as the key to a new and almost boundless field for British capital, energy and enterprise—as a great instrument of colonization, opening up a territory of vast extent for the superabundant and rapidly increasing population of the European States, and in this respect involving the future and permanent interests of civilization—yet it has not been the good fortune of the writer to peruse any article in which this undertaking is viewed as a most important measure of defence; as a work which may at some period save many millions sterling in carrying on a war; which may, if it does not prevent a war, save the Colonial Empire from dismemberment.

In times of Peace we are apt to overlook the importance of being able to concentrate troops and munitions of war at any given point on our extended frontier, but the recent difficulties between the British and American governments, could not fail to illustrate the

\* Major Carmichael-Smyth estimated the cost of building a line of railway from Halifax to the Pacific at £150,000,000 sterling, equal to over \$700,000,000, but then he computed the expenditure as on English railways, where more money has been wasted in preliminary expenses and lavished on architectural monuments at Stations than would suffice to build an equal length of road in this or any new country.

military value of the several Canadian railways as well as the isolated and defenceless condition of the far interior. Had war not fortunately been avoided, it is difficult to see how that vast and prospectively most valuable territory between the Lake District and the Rocky Mountains could have been protected from invasion and permanent occupation, and we are forced to the conclusion that until a highway is formed the interior of our country is indefensible. The Romans paid particular attention to the construction of roads through the distant Provinces of the Empire, and while the construction of these roads was one of the grand causes of civilization introduced into barbarous States, the great leading principle which actuated the builders of them, was that of maintaining their military supremacy; the first efforts of that people were directed to piercing new acquisitions to the Empire with good roads, and these roads wherever practicable were connected in unbroken lines with the seat of government at Rome. The remains of these roads are still to be traced in various ramifications through Europe, and so substantially were they constructed that they have for fifteen centuries perpetuated the power and foresight of their originators.

In modern time, Napoleon, one of the greatest, if not the greatest military authority, announced the maxim that the highest effort of the military tactician was to concentrate a given number of men at a given place, at a given time. It requires no argument to prove that the Railway and the Electric Telegraph are the most perfect means for concentration of military power that could possibly be desired, and we can easily perceive with what comparative ease forces could be brought to bear through the instrumentality of these agents, on any point threatened with invasion.

True, we are again at peace with our neighbours to the south, and perhaps likely to remain in that happy state for a considerable time, but possibly not always; some good authority has laid down as a maxim, that to maintain peace, a nation must be well prepared for an opposite condition of things, and therefore we must see the value of the railway route to bind the several North American Colonies of Britain together. But it is not alone as a work of defence that the British Pacific Railway would be serviceable in a military sense; it cannot be forgotten that within a very few years back British troops had to be transported with the greatest possible rapidity to India and again to China. Such exigencies may at any time occur again, either in the same lands or at other points in the same hemisphere, and it must be of the utmost importance to the Imperial Government to possess the means of carrying military forces more rapidly by a route over entirely British soil, than by any other route along which they may come in contact with antagonistic nations.

I have already overstepped the limits of space which these preliminary remarks should have occupied, but I cannot proceed to the more practical part of the subject without first alluding to the efforts which for more than half a century have been made by the Imperial Government to discover a means of communication by water between the Northern Atlantic and the Northern Pacific Oceans. Although the persevering and sometimes heroic attempts to find a north-west passage have resulted in no direct advantage, beyond a trifling contribution to science and geographical knowledge, yet they are undoubted evidence of the high commercial and military value which the British Government has long placed upon the possession of a means of communication between the two oceans in the northern hemisphere; and while the expenditure of a sum considerably over a million pounds sterling has only proved that a passage through the Arctic Seas cannot be established, the very impracticability of the passage which the outlay of so much treasure as well as the loss of so many valuable lives has demonstrated, must without doubt add immensely to the importance of the only practicable route across the continent, on British soil.

## SCHEME OF CONSTRUCTION.

### THE COMPLETION OF THE RAILWAY A WORK OF TIME.

The idea of constructing upwards of 2,000 miles of railway in the manner which has characterized the establishment of similar undertakings heretofore, through a country almost uninhabited except by scattered bands of wandering Indians, may well be viewed as a commercial absurdity. It has been shown that the maintaining and operating of a railway of this extent, after its perfect completion, would cost not less than eight million dollars.

per annum, and that its traffic would have to yield in gross receipts fourteen millions of dollars every year to enable the work to pay interest on the capital invested.

Could it be satisfactorily shown that these receipts might even be approached, the work would undoubtedly be a legitimate investment for private capital, and we might fairly expect to see it undertaken by private enterprise; but at present no such inducement can be held out; however important the line would be in many respects, the business of the country traversed could not for many years yield more than a fractional part of the revenue required to keep it open, and the traffic from ocean to ocean could not be expected even by the most sanguine to give constant and profitable employment to a force of four hundred locomotives, without which the road would scarcely pay.

It appears conclusive therefore that the immediate construction of a railway from Canada to the Pacific is in a financial sense impracticable, seeing that it would not at present pay; and however important it may be considered as a great national work, its successful operation as a commercial undertaking cannot take place until the country is better prepared for it.

It must not however be implied that the idea of establishing a continuous line of railway from ocean to ocean should even at the present time be set aside. It may be laid down as a maxim, that wherever traffic *can exist* sufficiently extensive in any section of country, to render the application of steam power profitable, through that section, a railway will sooner or later be constructed. The country between Canada and the Pacific is, according to reliable authority, in every respect capable of supporting a large industrial population\* half as large perhaps even at a moderate computation as the population of the whole United States—the population of the whole United States sustains over 30,000 miles of railway, and therefore we may reasonably conclude that long before the interior of British America is fully occupied, a leading line of railway communication through it may be successfully operated and profitably sustained.

The question of opening up new territories for settlement by means of some comprehensive and economical road system engaged my attention a few years ago, when I had the honor to read two papers on the subject before the Canadian Institute, and I cannot but think that some of the conclusions then come to, apply with peculiar force to the subject under discussion. In one of these papers a retrospective view was taken of the process by which the Province of Canada had become habitable and inhabited, so far at least as lines of internal communication had been instrumental in producing these results; and an analytical examination of the existing road and railway systems was made, as well as an enquiry into the means employed to produce them. From these enquiries, instituted with the view of arranging some more perfect system of road development, for advantageous introduction into unoccupied districts, certain deductions were drawn, of which the following may at present be submitted.

In carrying railroads, the most perfect of all roads, into remote unsettled districts, two great difficulties have to be encountered at the outset:—First, their construction; secondly, their maintenance.

The former may be overcome by a process which strongly resembles a law or principle in mechanical science, by which we are taught that time is an element of equal importance to power in the performance of mechanical operations. The construction of a railway with all its parts is nothing more than a complex mechanical operation, whilst capital or money may be designated the force or power employed to bring about the desired result; a large expenditure of financial force is undoubtedly required to accomplish the object within a short period, but owing to the peculiar relation between power and time the employment of a small amount of force or capital would equally accomplish the same end in a longer period; both of these elements are indispensable, but they are not necessarily

\* Assuming that only that portion of British America west of the Lake of the Woods and south of the main or North Saskatchewan River, is capable of being populated to no greater density than Russia, the least populous country in Europe, Norway and Sweden excepted, within these limits a population of 15,000,000 would be contained, (the density of the population of Russia is only about one-third that of the settled portion of the Canadas). The occupation of this portion of the country need not be considered a great encroachment on the territory from which the Hudson's Bay Fur Company derives its revenue; it would still leave 2,000,000 square miles, an area four times greater than that assumed to be populated; an area quite as extensive as Russia, and abundantly sufficient, it is presumed, for a hunting ground.

required in fixed proportions; if we use the maximum of the one we only need the minimum of the other,—if circumstances in any particular case will not justify a large expenditure of capital, then time may be extensively employed to accomplish the work in hand.

The second difficulty above referred to, viz.: that of maintaining a railway in a new district after its completion, although by far the most serious of the two, is one which fortunately can be removed by a particular solution of the first. It is obvious that to put a railway in a condition of being self-sustaining, the traffic of the country through which it passes must first be developed; for however important and promising the "through traffic" of any projected line may appear, experience has shown on nearly all railways that the "local" or "way traffic" is that upon which they must mainly depend for a revenue. The local traffic of a new territory can only be developed by the introduction of labor and inhabitants; this is a work of considerable time even under the most favorable circumstances, but until this be done it is useless to expect sufficient traffic, and without sufficient traffic the railway cannot maintain itself.

In applying the foregoing to the question of forming a railway connection between Canada and the Pacific, it would follow that whilst the completion of the work at the earliest period possible, would absorb an enormous amount of capital, and leave the line for many years without the means of earning sufficient to sustain itself, the gradual process of construction would draw upon capital only to a limited extent, and it would leave the railway finished when the traffic was sufficient to keep it in profitable operation.

The former course may fairly be rejected as incompatible with the first principles of economy, the latter being perhaps the only alternative, forces us to the conclusion that the gigantic work under consideration, to be constructed at all must be viewed as a work of time; and it remains for us to consider how the time at command can be most profitably employed to bring about the desired result.

## THE ROAD SYSTEM OF CANADA,

### CONSIDERED IN VIEW OF A COMPREHENSIVE PLAN FOR NEW TERRITORIES.

In pursuance of the object in view, it may be satisfactory and profitable to refer briefly to the leading characteristics which have marked the origin and improvement of the roads as well as the introduction of railroads in the settled portion of Canada.

The settled or partially settled portion of Canada embraces an area estimated at 35,000 square miles; its road system or means of inter-communication, exclusive of navigable channels, consists of nearly 2,100 miles of railway in full operation, of probably 3000 miles in the aggregate of improved roads, comprising those made of broken stone, gravel and plank, and in round numbers of 50,000 miles of what are termed road allowances; of the last it is estimated that considerably less than one-half the total length is cleared of the timber and so far improved as to be passable for waggons, the remainder being as yet uncleared and in part permanently impassable.

The road allowances demand some explanation; they are invariably one chain (66 feet) in width, and are left between the square or rectangular blocks of farm lots, into which the whole country has been subdivided for settlement; they are consequently in parallel lines, and in two sets, the one crossing the other at right angles, leaving blocks between of two or more farm lots of 200 acres each.

The aggregate area of these road allowances is extremely liberal, as it cannot be much less than 400,000 acres, but from the manner in which the allowances are laid out they cannot in all cases be employed for the purposes intended; they are, however, much used by the farmers in common for pasturing cattle. Where the country is level and free from lakes, rivers or other obstructions, the road allowances have been converted into good summer waggon-roads by the annual performance of statute labour, and they give ready access to the farm lots; where the country is hilly or broken on the other hand, great difficulty has been experienced in making them passable, and in many instances this is impossible, whilst in some cases, after a great deal of money and labour had been expended, the original road allowances have been abandoned for better locations.

As the settlement and trade of the country advanced a demand was made for a more improved class of highways on the leading lines of traffic; this led to the construction of

plank,\* gravel, or broken stone roads through different parts of the country, and may be said to constitute the second stage in the development of the road system.

As the road allowances were left in the original surveys more to mark the limits between blocks of land than to accommodate the future commercial wants of the country, they did not long remain the only means of communication between one business point and another. Increasing traffic frequently called for roads with easier grades than those to be had on the original road allowances, and in cases where it sought an outlet diagonally across the country, it demanded a shorter line than the old rectangular zig-zag one; in this manner new and more perfect roads were constructed in various sections of the country.

The third and last stage in the establishment of lines of internal communication within the Province, was the formation of railways; these were first introduced about ten or twelve years ago when the increasing commercial wants of the country appeared to demand a greater degree of rapidity, safety and security of transport.

Although the location of railways through any district requires a higher degree of care and skill than that of gravel or other roads of like character, yet it is governed by precisely the same principles; and as the general direction of all lines is prescribed by the leading direction sought by traffic, we find that the various lines of railway have been constructed parallel, or at least in a parallel direction to the various stone or plank roads which have preceded them, although they are frequently found at some distance asunder: this is a peculiarity which cannot fail to have been observed by all those acquainted with the country.

From the above brief outline of the origin and history of the lines of commercial intercourse within the Province, it will be seen that three distinct classes of roads have at different times been constructed to meet the requirements of traffic. *First*, we have common earth roads on the original road allowances. *Second*, gravel, plank or broken stone roads in improved locations. *Third*, railways constructed quite independently of the other two—showing as a rule that three distinct works have been made, involving as many separate expenditures before the final object is attained. The only exception to this rule is where the second class has been made on the lines of the original road allowances, but this exception has perhaps been even more expensive to the country than when the rule has not been departed from.\*

It may also be observed that the system adopted has in minor details unavoidably resulted in many permanent inconveniences to the trade of the country, which under other arrangements might have been obviated; as an illustration it may for the present be sufficient to allude to the inconvenient distances which nearly all the railway stations are from the towns and villages they are intended to accommodate. It may further be noticed that a degree of competition likewise obtains between the parallel lines of communication throughout the country, alike injurious to the interests of both. A stone road running

\* The first plank road was built in Upper Canada in 1836.

\* In a Report made by Thomas Roy, Esq, Civil Engineer, in 1841, to the Governor General of Canada, reference is made to the excessive cost of making good roads on the line of original allowances drawn straight through the country across ravines, over hills, through swamps and other hindrances. Amongst other cases where attempts have been made to construct improved roads on such lines as that alluded to, he instances the following: "The grants were made to macadamize Yonge Street Road from Toronto to Holland Landing, near Lake Simcoe. Now Yonge Street Road was so located that it was extremely difficult and expensive to form it into a tolerably good road. On that portion which has been already done nearly as much money has been expended in cutting hills, building bridges, &c., as in road-making; yet several of the inclinations are as steep as 1 in 14. That portion which remains to be done, is still more difficult, and it will be more expensive. Now, it previously to commencing the work an experienced Engineer had been instructed to examine the country and to lay out a road upon the best ground which he could find between Toronto and Holland Landing, he would have discovered that between 3 and 5 miles west of Yonge Street Road, a line of road could have been got from Toronto to the base of the Ridges, (about 25 miles,) without crossing one ravine, or meeting any difficulty except the hill to the north-west of Toronto: and farther, that the Ridges could have been crossed in that direction without involving any considerable difficulty. The result is: that the same amount which has been expended in making about fourteen miles of a very indifferent road, would have made about thirty miles of excellent road, leaving no inclinations steeper than 1 in 40; a circumstance that would have produced a great saving in repairs, and in expense of animal strength."

parallel to a railway cannot fail to share with it the traffic of the locality, perhaps just sufficient to prevent the latter line from paying, while the former is deprived, by the more recent work, of the revenue it had a right to anticipate when originally constructed. True it may be said that the country benefits by the rivalry between parallel lines; this, however, is very questionable, as both roads cannot permanently continue to be maintained at a loss; they must either fall out of repair or the tolls must be raised to enable them to pay dividends. Could these stone or other improved roads, instead of being parallel to the railways, be extended as branches to them from the stations, it is apparent that then the country generally would derive greater advantages, while the different classes of communications, in performing their proper functions, would receive corresponding benefits to those they conferred.

It is not for a moment presumed that a re-arrangement of existing lines of traffic such as that suggested is now possible; but these remarks are offered with the view of showing some of the benefits which would result from a pre-arrangement of internal communication in a new country, such as I will take occasion to refer to shortly.

Before attempting to show how we may best profit by the experience obtained from the Canadian road system in any effort to colonize the interior of British North America, I will first allude to another point which doubtless has suggested itself to many others, and which I think is of some moment.

If we proceed to analyse that portion of a perfect railway upon which the trains are rapidly transported, we find that it consists essentially of the following parts: 1st, Two smooth, parallel and horizontal surfaces upon which the wheels of the carriages roll; these are formed by iron rails resting upon cross-ties and supported by chairs or other fixtures, the whole being termed "the permanent way" or "superstructure." 2nd, A layer of gravel or broken stone from fifteen to thirty inches in thickness immediately under and around the cross-ties, and technically called "the ballast." 3rd, An earthen surface uniformly even and properly ditched at the sides. This surface is termed "the formation level," and on it the ballast is placed, and thus proceeding downwards from the completed rail track we have:

- 1st. The Permanent way.
- 2nd. The Ballast.
- 3rd. The Formation level.

To those who have observed the successive stages of railway building, it will be clear that "The Formation Level" is not dissimilar, except in possessing easier grades and curves, to the best description of "common earth roads," and might readily be used for all the purposes for which the latter are employed. Again, when "the Formation Level" becomes coated with "Ballast," we have what is designated "the Road-bed," and which, without any portion of the "Superstructure," corresponds with the general construction of "Gravel" or "Stone roads." If, therefore, we invert the order above given, and likewise substitute new names, we have,

- 1st. *An Earth Road*, corresponding with the Formation Level.
- 2nd. *A Gravel or Stone Road*, corresponding with the Road-bed.
- 3rd. *A Railway*.

This is precisely the order in which the leading lines of communication have been formed in Canada, and although each work as a rule has been constructed independent of the other, and thus necessitated separate expenditures to accomplish one end, yet it does not appear a difficult matter to point out how the same object can be better attained in new territories to be settled, by a simpler and less costly system. Were the railway line first located, the common classes of roads which naturally precede it might first be made (on the railway location) and used until each in its turn merged into its successor; and by such a plan it is clear that considerable saving would result on the final establishment of the railway; there might be new earth works needed where the ground was broken by ravines and hills, as well as stronger bridges across rivers, but no outlay would be necessary for land, or for clearing and grubbing, at any place, and on level sections of the line, such as occur on all roads, the only additional expense would be that for the superstructure.

## A ROAD SYSTEM FOR NEW TERRITORIES.

## TOTALITY AIMED AT, AND PROVISION FOR FUTURE RAILWAYS ADVOCATED.

From the foregoing observations it must be obvious that the progress of new territories, as well as their future and permanent social and commercial wants, would be much influenced by a pre-arrangement of the various lines of internal communication; and it must be equally clear that to attain the highest degree of easy intercourse between every section at the least outlay of capital and labor, every road of whatever class should be considered as a portion of a whole system.

The system of construction proposed to be advocated is that of a gradually progressive character, similar to that already hinted at; and inasmuch as it would evidently be a misnomer to designate the various lines of roads in their rudimentary stages by the names they may ultimately be intended to bear, it is thought that the following terms for the three classes of lines will be convenient and sufficiently appropriate.

1st. *Territorial Roads*.—These trunk lines, intended to serve large districts, and which may in course of time be converted, stage by stage, into railways, as the settlement of the country advances and its traffic becomes developed. "Territorial Roads" to be invariably located with easy curves and on the most available ground for railway service.

2nd. *Colonization Roads*.—Those lines of secondary importance, to be opened in the first place for the better introduction of settlers, and which may without change in their direction be converted in course of time into good gravel or macadamized roads.

3rd. *Concession Roads*.—Those lines of least importance, designated simply to give access to farm lots from the leading lines last mentioned. Concession roads might be laid out generally across the colonization roads, and between the several blocks into which townships are usually sub-divided.

In pre-arranging a system of internal communications for a new territory, it would be necessary to take a prospective view of the character of the traffic which might exist when after a lapse of years the district becomes populated; in this we might be guided by drawing a comparison between the natural advantages of soil, climate, and position of the section of country to be colonized, with those of any similar section which has become occupied and to some extent developed. In this manner we could form some idea of the nature of the future commerce of the country, and consequently of all the classes of roads which would ultimately be required to accommodate it. The leading direction which traffic may seek, or the direction which in a national or political sense it may appear expedient to guide it, would prescribe the general direction of the main line of road through the territory, and the other consideration would determine its character. This is the first thing to be established, as upon it the direction and character of all minor lines mainly depend.

Assuming that the tract of country to be colonized is such as to justify us in the belief that in due time a railway may be constructed through it, the first step would be to lay out a "Territorial road" between the more important points in the general direction of traffic previously determined. The territorial road ought to be located with the utmost care, and in all that relates to curvatures and levels, the best railway location in an *engineering aspect alone*, which the country traversed could afford. In this respect there would doubtless be less than usual difficulty, as there would be neither right of way obstacles to guard against nor local interests to serve, and consequently no undue influences to twist or warp the intended line out of the most advantageous location. The main artery of traffic for the future service of the country might thus be determined upon under most favorable circumstances.

It would next be necessary to select at proper intervals the most suitable points for stations and villages, and from these as diverging points, "Colonization Roads" might then be laid out to the right and left with as much care as the location of gravel or macadamized roads generally require. These colonization roads thus laid out and adapted to the peculiar features of the locality, avoiding steep hills, ravines, lakes, or unnecessary river crossings, might form centre or governing lines upon which the townships may be projected; these townships to be sub-divided in the usual way into blocks of farm lots with concession roads between, drawn so as to unite with the colonization roads.

The above is a simple skeleton outline of a road system which it is thought might with advantage be introduced into unoccupied fields; and although it may be unwise to

complicate it with too many details, still there is one additional point which seems too important to be passed over. I have already alluded to the difficulty experienced in operating railways where the road is liable to be blocked up with snow-drifts; \* and I may now refer to the extreme necessity of making some provision for the permanent and convenient supply of timber for fuel and general repairs.† As a preventive against the former, and as an ample provision for the latter, I would suggest that a belt of woodland along the territorial line of sufficient breadth should be reserved for shelter and the purposes above mentioned. The belt of wood-land to be at all effective against the worst effects of snow should be of a considerable width, sufficient in fact to shelter the line of road and arrest the snow-drifts beyond the limits of the line of traffic. In open sections of the country it might, in view of the same end, be advisable to encourage the growth of timber on reserves to be left for the purpose along the line of road. The uniformly even falls of snow would of course always occur, but on railways these are easily overcome by light snow ploughs attached to the front of the engines, and they seldom interfere with the regular running of trains.

These continuous timber reserves along the sides of the territorial road, whilst they would greatly lessen the difficulty of operating a railway along the same line in winter,\* as well as provide a permanent supply of wood for fuel and general repairs, they would, moreover, result in several incidental advantages favorable to the construction and maintenance of the future railway as well as to the safety of the public.

As all the roads in every section of the country along the line of the intended railway would connect through the "Colonization Roads" directly with the stations, the traffic would naturally centre at these points, and at these points *only* would railway crossings by public roads be required. Again, there would be no private or "farm crossings" needed, as the farm lots being laid out subsequent to the location of the road, would of course be wholly either on one side of it or the other, besides being separated from the road by the timber reserve. The advantages resulting from these arrangements would be threefold,

\* It has been pretty well established that the most efficient preventive of snow-drifts is to prevent the woods along each side of the rail-track beyond the line of fences. Trains are seldom detained by snow evenly fallen through wooded parts of the country, as it scarcely ever falls so deep "between trains" as to offer any inconvenience. The detention to trains from snow always occurs in the open country where the woods have been cleared away and no obstruction is presented to the formation of snow-drifts on certain exposed positions.

† In districts where no coal exists and in consequence wood is employed as fuel, and more especially in those sections of the country where the absence of navigable water channels renders it a more expensive system of land transport necessary, it would seem good policy to husband the growing timber for future wants. Already in some parts of the United States the difficulty and expense of procuring fuel for railways and for other purposes is beginning to be felt; in Canada the railways alone consume not far short of 300,000 cords every year, thus involving the annual destruction of more timber than is generally obtained from an area of six thousand acres, and in all countries in a northern latitude, beyond the convenient reach of coal fields, the conservation of sufficient areas of timbered lands must become of increasing political importance. To ascertain the extent of woodland sufficient to yield a permanent supply for a given rate of consumption, the writer a few years ago initiated the following steps: A piece of average timbered hard wood land was selected, a rectangular portion was staked off, within the limited area each tree was separately examined, the length and circumference of the trunk and main branches as well as the thickness of the rings of annual growth of each were ascertained, and upon this data was calculated the quantity of solid wood annually produced by the process of vegetation. The result gave about 60 cubic feet of solid timber to the acre, and allowing for the interstices between each stick as usually piled, this may be considered equal to about three-quarters of a cord; consequently to yield a perpetual supply there ought to be one and a third acres of timber land reserved for each cord of wood required annually.

Taking the above as correct and assuming that a railway with ordinary traffic consumes annually 150 cords of wood for every mile of road operated, it follows that 200 acres should be reserved for the growth of fuel for every mile of railway. In like manner it can be shown that cross-ties or sleepers would require about 40 acres for every mile, and fencing as much as 24 acres for each mile of railway. It appears obvious, therefore, when we consider the many other purposes to which timber is applied in the maintenance of a railway and its rolling stock, that there ought to be about 300 acres per mile reserved for the growth of timber for all purposes. A belt extending a quarter of a mile beyond each side of the line of road would fully embrace the required area.

• The obstacle presented by snow-drifts is *the great difficulty* in the way of operating railways in winter in high latitudes. The cost of clearing away the drifted snow on some portions of the Canadian lines, in the winter of 1860-1861, was very great. The drifts invariably occurred where the adjacent country was cleared of its timber.

viz: in original construction, subsequent maintenance, and public safety. In original construction it is clear that no bridges, level crossings, cattle guards or gates would be required at any part of the line, other than at stations, to accommodate public roads, and at no place whatever would farm crossings be needed. In maintenance, corresponding advantages would result, as the repairs of these works, generally of a perishable nature would be for ever saved, and the constantly recurring damage from cattle straying on the track would be very greatly lessened. Public safety would undoubtedly be greatly promoted by any plan which would diminish the number of road crossings. In any country subdivided for settlement in a manner similar to Canada, before the railway lines are laid down we cannot avoid having the road crossings almost one in each mile, so that on every one hundred miles of railway we have probably in the aggregate over 5,000 lineal feet of track not only destitute of protection but exposed day and night to waggons, foot passengers, and cattle passing to and fro. Besides which the great number of cattle guards required is an important element of danger. These being made of timber beams are equivalent to small wooden bridges, and their great number swells out the total length to something very considerable. On all the railways in Canada the cattle guards it is estimated cannot measure less than 20,000 lineal feet of track, and are probably not much less dangerous than the same length of wooden bridges. In addition to the public road crossings above alluded to, there are a very great number of ordinary "farm crossings," which in point of safety to the public travelling by rail as well as to the property of the railway companies, are perhaps equally to be feared, for although they are protected by gates these are constantly liable to be left open, either through the design or negligence of farm servants.\*

In the road system recommended for new districts, the railway whenever it came to be operated would be entirely freed from farm crossings, and the public road crossings would only occur at stations, where the danger of accident is always least, from the fact that the speed of trains is invariably reduced at these points.

Before proceeding to consider how the road system suggested would apply to the wide areas of unoccupied lands in the interior of British America in view of colonizing them, as well of ultimately establishing a leading line of railway from the settlements of Canada to the Pacific, I may observe that two principal objections present themselves to the system advocated.

The expense of making the surveys and laying out the land for settlement would undoubtedly be much greater than that required to lay out wild land in the usual manner; but then while the old plan is simply to divide the country into rectangular lots without any sufficient provision for future traffic or present access, the new plan has a double object in view; it has in addition to the purposes contemplated by the old system, that of making every part of the country accessible in the readiest way at the minimum expenditure, and with the greatest permanent advantages attainable. Another objection arises from the proposal to keep the territorial road lines wooded on both sides except where stations may occur, thus rendering the road less agreeable to travel on than if the cultivated country were allowed to be immediately adjacent. This is undoubtedly an objection, but I think that it cannot weigh much when the benefits to be expected ultimately from the preservation of the wood is fully considered.

\* "One of the most fruitful sources of accident are the great number of crossings of street, highway, and farm roads at the level of grade. The total number of these is over eight thousand and there is an average of three to each mile of road in operation, and more than one public road or street-crossing to each mile. It is believed that nearly ten per cent. of all the accidents by which persons were killed or injured, is due to this cause.

"The expense of maintaining watchmen at many of these crossings, and the damage to the property of the companies by collisions caused by them, render them costly.

"The policy of reducing the number of those at grade, is generally concurred; and it is recommended that authority be given to change road-crossings which are at the level of grade, whenever it can be done without much detriment to the travel, so as to have two or more roads use one crossing; and, in all cases, where it can be done at a reasonable expense, to require them to be carried over or under the railroads."—*Report of the Board of Railroad Commissioners to the Legislature of the State of New York 1856.*

## A HIGHWAY TO THE PACIFIC.

## A PLAN OF GRADUAL DEVELOPMENT RECOMMENDED.

In the foregoing observations it has been my endeavor to show, as briefly as possible the following points:—

1st. That the project of a highway to the Pacific is as old as the first settlement of Canada, and that recent events show its increasing importance.

2nd. That a continuous line of Railway, with Electric Telegraph, is better calculated to meet the permanent wants of the Country and serve the interests of the Colonial Empire than any other means of communication between the two oceans.

3rd. That although the magnitude of a scheme for a Railway across the continent is very great yet the vast importance of the work in a commercial, military, and national view, would demand its construction were the resources of the country and the trade sufficiently developed.

4th. That the immediate completion of this work cannot be seriously entertained in the present condition of the country, the cost of maintenance without sufficient traffic being so very great, and that therefore, to be constructed at all, the Railway must be a work of time.

5th. That the Canadian Road and Railway system has illustrated the advantages which may be derived from the adoption of a comprehensive Road scheme in laying open new districts for settlement.

6th. That a scheme which embraces the ultimate completion of Railways and less perfect lines of communication by a progressive system of construction, possesses many features favorable to the first settlement as well as the future requirements of the traffic of new Territories.

7th. That the system proposed for the development of the highways of a new country by progressive stages corresponding with the progress made by the country itself in general advancement, is one peculiarly applicable to the case under discussion; and while it might be expedient, in the first instance, to employ some of the natural water channels as a means of introducing settlers and laborers along the line of road, until the latter became in some degree servicable, it would not be advisable to incur any great expenditure on works beyond the limits of the great thoroughfare ultimately in view. That the first effort should be made to construct an Electric Telegraph along the precise line of the future Railway, that the Telegraph should be the precursor of other means of communication, beginning, it may be, with a Bridle Path or Indian Trail from post to post, and ending with a perfect line of Railway, when the traffic of the country, or the interests of the nation required the most rapid means of steam communication.

With these remarks I will now attempt to show how the work, in its different stages, may be proceeded with.

The first step required is the location of what has been designated a "Territorial Road" between all the more important or governing points on the line of route. Commencing at the Western Terminus, these points would probably be, the mouth of the Fraser River, or the best harbor on the Pacific coast north of the 49th parallel—the best pass which has been or may be discovered across the Rocky Mountains contiguous to a line which would run along the general direction of "the Fertile Belt" of the interior—the most southerly bend of the North Saskatchewan River—the best crossing of Red River between its confluence with the Assiniboine and the southerly end of Lake Winnipeg—the best crossing of the River Winnipeg near the north end of the Lake of the Woods—the most northerly bend of the shore of Lake Superior—the best crossing of the French River between its junction with Lake Huron and Lake Nipissing—and lastly, the most desirable point of connection with the existing Railway system of Canada either at Ottawa, at Peterborough, or at Barrie, all of which points are directly connected with the Grand Trunk Railway by means of the branch lines running southerly to it. On the location of the "Territorial Road," which could only be done on a careful survey of the country, the next step would be the determination of Station points from whence to lay out Colonization Roads to the right and left, wherever the soil was favorable for settlement. Upon the Colonization Roads the townships would next be projected.

So soon as any section of the road was finally located, together with its branches, the adoption of settlers might commence. The road should be cleared through the woods

districts to a width of two chains or 150 feet, in order chiefly to preserve the Telegraph, when erected, from being injured by trees falling. The clearing would at once give employment to settlers, and with subsequent work in improving the road, greatly aid them in paying for their land and in supporting their families until their farms produced sufficient crops. Throughout the open prairie country, which is more than one third of the whole distance, the trouble and expense of clearing would be avoided; but as the great natural obstacles which isolate the interior and prevent the possibility of establishing a continuous Telegraphic communication through the country are the wooded and broken districts at both extremities, it becomes indispensable to force a way of communication through them: this is doubtless a work of considerable labor and corresponding expenditure, but without it no satisfactory progress can be made. This preliminary step is especially requisite to the east of the Red River valley, so that settlers might obtain access to the central plains, and in view of the construction of a continuous line of Telegraph at an early day, to be followed by a waggon road as soon as circumstances would allow, the Territorial line should be cleared through the western division likewise.

The "Territorial Road" from the settlements of Canada to the valley of the Red River would pass through a country only partially explored and consequently but little known; it must be said, however, that what is known of it is not very favorable. More careful surveys, of a portion of the country recently made by the Canadian Government have shown that a large section formerly considered worthless is really fitted for settlement, and is now being rapidly occupied; and it is hoped from this circumstance that at least a portion of the land along those sections of the line yet unexplored is capable of being cultivated.

To begin at one end of the road and gradually extend the settlements northward and westward would, perhaps, be too tedious an operation in view of the importance of opening an early connection with the interior. It would, therefore, doubtless be advisable to begin at several intermediate points accessible by water from Lakes Huron and Superior, and proceed with simultaneous operations. On referring to the map it appears that such points exist at distances ranging from 50 to 90 miles apart, and from these as bases the clearing of the road could proceed in both directions at the same time, while settlements could be formed wherever the soil proved favorable. In due time the clearings, penetrating the forest to the right and left along the line of Road previously located, would pierce the country from one end to the other, and the same being accomplished in a similar manner in the western division, a continuous line of Electric Telegraph might then be constructed.

The extreme importance of the Telegraphic communication extending from colony to colony across the country, even during the earliest stages of settlement, is too apparent to need comment, and being constructed on the precise line of the intended waggon road and of the ultimate Railway, it would always be in the position where its services would be called into requisition.

While the Territorial line through the eastern division gradually became developed into a good waggon road by the labors of the settlers and such grants of money as its importance appeared to warrant, it is probable that the Canoe Routes from Lake Superior to Red River might by partial improvement be made serviceable for ingress and egress during summer to the interior; and with the object of promoting emigration to the central plain

\* "There is a broad strip of fertile country, rich in water, wood and pasturage, drained by the North Saskatchewan and some of its affluents; and being a continuation of the fertile prairies of Red River, the eastern water-shed of the Assiniboine and Red Deer River, with the outlying patches called Touchwood Hills, File Hill, &c.

"It is a physical reality of the highest importance to the interests of British North America, that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods, to the passes of the Rocky Mountains, and any line of communication, whether by waggon-road or railroad, passing through it, will eventually enjoy the great advantage of being fed by an agricultural population from one extremity to the other.

"No other part of the American Continent possesses an approach even to this singularly favorable disposition of soil and climate; which last feature, notwithstanding its rigour during the winter season, confers, on account of its humidity, inestimable value on British America, south of the 54th parallel.

"The natural resources lying within the limits of the Fertile Belt, or on its eastern borders, are themselves of great value as local elements of future wealth and prosperity; but in view of a communication across the continent, they acquire paramount importance."—*Narrative of the Canadian Exploring Expedition: H. Y. Hind.*

as well as to other points along the line of Road, it would probably be expedient to improve these routes by a limited outlay, but for the reasons already given I cannot help thinking that it would be the wisest policy to concentrate the chief expenditure on that line which must be sooner or later the leading highway through the country.

The expenditure of labor year by year on the Territorial line, as the country at the same time progressed in settlement, would gradually produce a regular stage road capable of being travelled with considerable rapidity; and which would serve all the purposes of transport from one point to another, until the increasing traffic was considered sufficient to maintain a line of steam communication. When that period arrived, comparatively little additional expenditure would be required to complete the line of railway, had proper care been exercised in locating the Territorial road in the first instance, and in constructing the work in its subsequent progressive stages. It is believed that probably not less than four-fifths of the whole length of the line might be ready for conversion into a railway, simply by laying the superstructure of cross-ties and rails on the surface of the macadamized or gravelled road-bed; at other points permanent bridging and reduction of grades would be called for.

I would rather refrain from expressing an opinion as to the amount and mode of expenditure on a work conducted as above suggested, as so little is known of several important sections of the line of route, and so much depends on other considerations of detail. I may, however, by way of illustrating one of a variety of methods by which the general design of the scheme might be carried out, submit the following, premising, that while it is intended that the chief part, if not the whole of the cost, up to a certain stage, should ultimately come out of land sales, it would be necessary for either the Imperial or Colonial Governments to appropriate, in advance, sufficient to defray preliminary expenses; and perhaps it would be advisable that all expenses should be borne in this way up to the completion of a continuous line of Telegraph, to connect the chain of little colonies which would spring up along the line of route. All these expenses might be made a charge against the general Territorial Revenue of the country benefited, a revenue which would only begin to augment when the lands became easily accessible and were made productive by labor.

It has already been shown that the success of a railway to the Pacific would mainly depend on the possibility of introducing a sufficient number of inhabitants in the country to be traversed; if the population of the country is to govern the period when a railway should be set in operation, we may likewise take it as the basis of annual expenditure on the preliminary stages of the work. Suppose the average annual increase could be reckoned at 100,000 souls,\* and that it be determined to expend annually on the works a sum equal to one dollar per head of the whole population in each respective year, the following results in the development of the undertaking might be obtained:—

1st. In from three to four years, besides the expense of surveys, a territorial road line might be located throughout; the wooded districts which extend over a length of more than 1400 miles, might be cleared to a width of two chains; and a continuous line of telegraph constructed from Canada to Fraser's River.

2nd. Within a further period of two years a road passable for wheeled vehicles might be formed along the whole line of route.\*

3rd. Macadamized roads of the very best description might be completed, in addition to the foregoing, in the following order:—

\* In the whole United States, which country resembles the one under discussion more closely than any other, there are about 1000 inhabitants to every mile of Railway in operation. It would scarcely be safe to estimate that a line through British America could be profitably sustained with a less proportion of inhabitants per mile of its length. The whole length will probably be found to be between 2000 and 2500 miles, and hence the population ought to be from two to two and a half millions. It would thus require 20 to 25 years, even with an annual increase of 100,000 to give the requisite number.

• This would be a common earthen road on the natural surface of the ground, unless where grading and ditching is required; it would be similar to the colonization roads so economically opened by the Canadian Government through the wild country between Lake Huron and the Ottawa, as well as in other districts. Within the last four or five years a total length of nearly 500 miles has been opened, at a cost of about \$25,000.

(1) From Lake Superior to Red River, a distance of 400 miles, in nine years from the present time.

(2) From the mouth of Fraser's River to the Rocky Mountains, a distance of 400 miles, in eleven years from the present time.

(3) From the settlements of Canada to Lake Superior, a distance of 650 miles, within fourteen years from the present time.

(4) From Red River to the Rocky Mountains, a distance of 800 miles, within seven years from the present time.

And thus by the comparatively trifling annual outlay of one dollar per head of the assumed gradually increasing population, we could secure in less than four years a line of telegraph, and in thirteen years more a substantially constructed Macadamized road throughout the whole length of the line. The next and final stage of progress would be, the completion of the Railway on the line thus, in a great measure, prepared for it; and in view of the traffic then created, as well as the comparative economy in construction, it might be undertaken in sections by private enterprise, or in such other way as might then appear most expedient.

I am not prepared to say that the foregoing is the best order of sequence in which the several sections and stages of the work should be constructed; it is simply presented for the purpose of showing what might be accomplished by a small annual expenditure. It is not at all unlikely that the peculiar nature of the traffic might warrant the conversion of some section of the route into a railway at an early period,—possibly that section between Lake Superior and Red River would be the first to require the change, which of course could be made without difficulty at any time, so soon as it appeared that the trade of the country was sufficient to maintain it. The order of sequence is not important, but it is an essential part of the system proposed for opening up this vast and roadless country, that every portion of the work done should form a component part of a perfect whole, and that whatever expenditure is made, whether it be one thousand or one hundred thousand dollars, should be laid out in the right place in accordance with a thoroughly digested and well matured plan; the great object in view being to obtain the maximum result of good from the minimum amount of outlay.

I can scarcely hope that the plan of gradual development herein advocated will satisfy the precipitate or the impatient,—those, in fact, who would urge the immediate construction of the road, regardless or ignorant of the cost and the burdens it might in consequence entail on the country—yet there are many who, remembering the tortoise in the fable, will perceive that a slow yet certain movement will accomplish the desired end with as much certainty and perhaps more satisfactorily than if the work was undertaken with the most sanguine hopes of speedy achievement. It is very doubtful, however, if any one will, on reflection, assert that there is really a choice of methods, that is to say, a fast and a slow one—the line of artificial highway proposed to be constructed extends over not less than forty-five degrees of longitude, equal to one eighth of the length of a circle of latitude passing entirely around the globe; the undertaking, therefore, becomes one of no ordinary magnitude, and when in connection with it, half a continent has to be redeemed in part at least, from a state of wild nature, some considerable length of time must necessarily be occupied in the process. Even if it should take a quarter of a century, it would be equal to an average construction of 100 miles of railway a year, as well as the annual introduction of 100,000 emigrants. And, after all, a quarter of a century is but a brief period in the history of a country—half that length of time has already elapsed since the railways of Canada were first commenced, and yet many are of opinion that it would have been better, in some respects, had only one-half the extent of existing lines been yet constructed.

As the character of the work is so colossal and the condition of the country such as to debar the idea of undertaking the construction of a Railway through it in the usual way and as an ordinary commercial enterprise, I am emboldened to think that such a scheme as I have endeavored to sketch, might form the basis of a system possessing many recommendations, and which it is confidently believed might be advantageously adopted in any attempt to establish a great leading highway through the vast unoccupied Territory between the settlements of Canada and British Columbia.

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APPENDIX B—Giving a sketch of the foundation and subsequent history of the Red River Settlement with an outline of its present condition, was prepared to accompany this document, but it was not considered necessary to print it for the use of members of the Canadian Legislature.

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## No. 84.

Return to an Address of the Legislative Assembly, dated 16th April, 1863, For copies of all entries made in favor of the County of Bonaventure, in a book kept in the Department of Public Works, headed *Notes et Estimés, pour l'année 1862.*

By Command.

J. O. BUREAU,  
Secretary.Secretary's Office,  
27th April, 1863.

## No. 85.

Return to an Address of the Legislative Assembly, dated 20th April, 1863, For copies of papers relative to removal of Circuit Court from Thurso to Pupineauville, County of Ottawa.

By Command.

J. O. BUREAU,  
Secretary.Secretary's Office,  
27th April, 1863.

## No. 86.

Return to an Address of the Legislative Assembly, dated the 20th instant, For a copy of the Report of Peter McLauren, Esquire, Deputy Provincial Land Surveyor, made in the year 1861, relating to the Draining of the Roxborough and Cambridge Swamp, together with all documents, estimates and correspondence connected therewith, and which may have been had in the previous or subsequent years.

By Command.

J. O. BUREAU,  
Secretary.Secretary's Office,  
27th April, 1863.

## No. 87.

Return to an Address of the Legislative Assembly, dated the 22nd instant, For copies of all correspondence between the Imperial and Provincial Governments, and all Petitions and Memorials presented to Her Majesty, and to His Excellency the Governor General, on the subject of a Bill, intituled, "An Act to incorporate the New Edinburgh and Waterloo Steam Ferry Company," which was reserved for the signification of Her Majesty's pleasure during last Session.

By Command,

J. O. BUREAU,  
Secretary.Secretary's Office,  
27th April, 1863.

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No. 88.

Return to an Address of the Legislative Assembly, dated the 20th instant, For a statement respecting the York Roads Company; giving the names of the persons constituting the York Roads; also the amounts paid by the said Company on account of principal and interest on the purchase thereof; the amount now past due to the Government on account of principal and interest on the said purchase; the amount remitted on account of either principal or interest, if any, to the said Company, and the copy of all Orders in Council passed in respect to the same.

By Command.

J. O. BUREAU,  
Secretary.Secretary's Office,  
27th April, 1863.

# ANNUAL REPORT

OF THE

# NORMAL, MODEL, GRAMMAR,

AND

# COMMON SCHOOLS,

IN

# UPPER CANADA,

# FOR THE YEAR 1862,

WITH APPENDICES,

BY THE CHIEF SUPERINTENDENT OF EDUCATION.

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*Printed by Order of the Legislative Assembly.*

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QUEBEC:

PRINTED FOR THE CONTRACTORS, BY HUNTER, ROSE & Co., ST. URSULE STREET,  
1863.



## DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

No. 1551. M 2.

EDUCATION OFFICE,  
Toronto, 23rd April, 1863.

SIR,—I have the honor to transmit herewith, to be laid before His Excellency the Governor General, my Report of the Normal, Model, Grammar and Common Schools of Upper Canada, during the year 1862, including a statistical statement of other Educational Institutions, as far as I have been able to obtain information respecting them. To my Report I have added an Appendix, which contains copious extracts from local reports, and various documents and papers illustrative of the means which have been employed to promote the improvement and extension of the Grammar and Common Schools throughout Upper Canada.

I have the honor to be, sir,

Your obedient servant,

(Signed,) F. RYERSON.

The Honorable J. O. Bureau,  
Secretary of the Province, Quebec.

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# ANNUAL REPORT

OF THE

*Normal, Model, Grammar and Common Schools,*

OF UPPER CANADA,

FOR THE YEAR 1862.

## PART I.—GENERAL REPORT.

*To His Excellency the Right Honorable Viscount MONCK, Governor General, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

As required by law, I present my Report on the condition of the Normal, Model, Grammar and Common Schools of Upper Canada for the year 1862.

All the statistical tables have been prepared with the care and variety of detail which have characterized the statistical tables of my annual reports for previous years ; but with a view to economy in printing, and as has been recommended by the Printing Committee of the Legislative Assembly, I have omitted from this Report several of these tables and greatly abridged others.

In the Governmental Annual School Reports for Great Britain and Ireland, the statistical tables are numerous and very minute in their details ; and the British Parliament and public demand the fullest information possible in regard to everything connected with the working of school systems to which they so largely contribute. In the State of Massachusetts also, where the school system has been long established, the statistical tables occupy a larger space than they have in my annual reports, while nearly twice as many, and more than twice as voluminous reports have been annually printed and circulated by statute than in the school reports for Upper Canada, though the number of schools and the number of pupils is greater in Upper Canada than in Massachusetts.

It is there, as well as in Great Britain, considered the best economy to prepare and circulate widely the most complete and detailed annual reports respecting the character and operations of their public school systems. I observe also that the last annual report of the Superintendent of Public Instruction in the State of New York is more voluminous and much more comprehensive and minute in its statistics than in former years.

It is under the influence of the same views that I have for years collected, and presented in my annual reports, the most varied and detailed statistics respecting the character and working of every part of our public school system, believing that such facts are the best answers to objections to it, and the knowledge of them one of the best means of strengthening and extending its operations.

It has been objected that comparatively few read the statistical tables when prepared and published. This is true ; but it is also true that they are examined and discussed in each locality to which they refer, and it is the judgment of the comparatively few who take

the pains to examine them that determines the opinion of the public in regard to the system itself. This is equally true of statistics on all subjects. They furnish the materials for careful legislators and public writers, intelligent municipal councillors and thoughtful individuals in every neighborhood, to form their judgment and direct their conduct in regard to the value and working of any system established in the country, and supported by the public.

Nevertheless, I retain in this report the most important statistical tables, and shall partially supply the omission of the others by giving a general summary of them in this textual part of my report.

## THE COMMON SCHOOLS.

### I. TABLE A.—RECEIPTS AND EXPENDITURES OF COMMON SCHOOL MONIES.

#### *Receipts.*

1. The amount apportioned and paid by this Department from the Legislative Grant for salaries of teachers in 1862, was \$159,120, being an increase of \$2,088, as compared with the preceding year.

2. The amount apportioned and paid for the purchase of maps, apparatus, prizes and libraries, upon the condition of an equal sum being provided from local sources, was \$8,850 decrease, \$294.

3. The law requires that each Municipality, as a condition of receiving the Legislative Grant, shall provide by local assessment a sum at least equal to that received; but each can provide as large an additional sum as it shall judge expedient for the education of the youth of its jurisdiction. The amount provided by municipal assessment was \$274,471, being a decrease of \$3,613, though \$115,351 in excess of the Legislative Grant.

4. As the elected Council in the Municipality, so the elected Trustees in the School Section have authority to provide means for the support of their school or schools, by assessment, and also by fees on pupils, unless the rate-payers in public meeting decide in favour of a free school. The amount of rates levied by the Trustees in addition to the \$274,471 provided by Municipal Councils, was \$620,268, being an increase of \$32,970.

5. Rate-bills are imposed on pupils where the schools are not free; so that the rate-bills decrease as the free schools increase, and *vice versa*; and the rate-payers at each annual School Section meeting determine whether their school shall be free during the year. The amount of rate-bills on pupils levied and collected during the year was \$73,850; decrease, \$9,022.

6. The amount received from the Clergy Reserve Fund and other sources was \$112,524; decrease, \$17,851.

7. The amount available in 1862, from balances of 1861, was \$147,036; increase, \$10,566.

8. The total receipts for Common School purposes in Upper Canada, for 1862, were \$1,396,123; increase, \$14,843.

#### *Expenditures.*

1. For the salaries of teachers, \$959,776; increase, \$41,663.

2. For maps, apparatus, prizes and libraries, \$22,316; increase, \$1,511.

3. For school sites and building of school-houses, \$114,719; increase, \$1,354

4. For rents and repairs of school-houses, \$37,960; increase, \$1,498.

5. For school books, stationery, fuel and other expenses, \$97,219; decrease, \$5,452.

6. Total expenditure for all Common School purposes, \$1,231,993; increase, \$40,575.

7. Balance unexpended at the end of the year, \$164,130; decrease, \$25,731.

### II. TABLE B.—SCHOOL POPULATION—PUPILS ATTENDING COMMON SCHOOLS, AND IN THE DIFFERENT BRANCHES OF INSTRUCTION.

An Act still unrepealed requires the legal returns of school population to include only children between the ages of 5 and 16 years; but the law secures to all persons from 5 to

21 years of age the right of attending school as long as their conduct conforms to its rules and discipline; so that persons between the age of 16 and 21 years, have the same right to attend school, and upon the same terms, as persons in the same classes between the ages of 5 and 16 years.

1. The school population (including only children between the ages of 5 and 16 years) was 403,302; being an increase on the preceding year of 18,322.

2. The number of pupils attending the schools, from 5 to 16 years of age, was 324,818; being an increase of 14,923. The number of pupils of other ages attending the schools was 18,915; being a decrease of 1,108. The whole number of pupils attending the schools was 343,733; being an increase of 13,815.

3. The number of *boys* in the schools was 185,441; being an increase of 7,006. The number of *girls* in the schools was 158,292; being an increase of 6,809. Many more girls go to private schools than boys. The number returned as *indigent* pupils was 5,092; being a decrease of 574. There is a gradual decrease of this class of pupils from year to year.

4. I refer to the table itself for the periods of the attendance of pupils, and the number in each of the several branches of study pursued in the Common Schools. There is an encouraging increase of pupils in all the higher branches of study, with the single exception of linear drawing.

5. The same table also shows that the number of children of school age reported as not attending school was 42,314, being a decrease of 5,457, but still a startling and humiliating fact, which every consideration of humanity, patriotism and religion should prompt all possible efforts to remove.

### III. TABLE C.—RELIGIOUS DENOMINATIONS, CERTIFICATES, ANNUAL SALARIES OF TEACHERS.

1. According to the returns, there are 4,406 teachers employed in the schools—*increase*, 70. Of these, 3,115 are male teachers—*increase*, 70; and 1,291 are female teachers—*decrease*, 14. They are of the following religious denominations: Church of England, 818—*increase*, 95; Church of Rome, 484—*increase*, 15; Presbyterians, 1,287—*increase*, 38; Methodists, 1,288—*increase*, 13; Baptists, 218—*decrease*, 11; Congregationalists, 67—*decrease*, 9; Lutherans, 32—*increase*, 2; Quakers, 22—*decrease*, 5; Christians and Disciples, 24—*decrease*, 8; reported as Protestants, 67—*decrease*, 17; Unitarians, 5; other persuasions, 37—*decrease*, 16; not reported, 57—*decrease*, 32.

2. *Certificates*. The number of teachers employed holding first class Normal School or Provincial Certificates, was 201—*increase*, 7; holding second class Normal School Certificates, 278—*increase*, 35. The number of teachers holding first class County Board Certificates was 1,191—*increase* 182; holding second class County Board Certificates, 1,985—*decrease*, 103; holding third class County Board Certificates, 620—*decrease*, 43; unclassified, 128. The whole number of teachers holding certificates of qualification was 4,275—*increase*, 78.

3. The lowest salary paid any male teacher in a *County* was \$80—the highest salary, \$600. The *average* salary of male teachers in a county, with board, was \$174—without board, \$265; of a female teacher, with board, \$132—without board, \$170.

In *Cities*, the highest salary paid a teacher was \$1,300—the lowest was \$200. The average salary paid to male teachers was \$577—of female teachers \$229.

In *Towns*, the highest salary paid a teacher was \$900—the lowest, \$249. The average salary of male teachers was \$471; of female teachers, \$242.

In *Villages*, the highest salary was \$800, and the lowest \$140, the average being \$410 for males, and \$188 for females.

### IV. TABLE D.—SCHOOLS, SCHOOL-HOUSES, SCHOOL VISITS, SCHOOL LECTURES, TIME OF KEEPING THE SCHOOLS OPEN.

Each Township, by the authority and acts of its Municipal Council, is divided into school sections of from two to four miles square. Each of these sections is intended for one school, or, at most, for two schools—one for boys, the other for girls, at the discretion of the Trustees and Local Superintendent.

1. The whole number of school sections reported is 4,261; being an increase of 107. The number of schools reported as open is 4,104; being an increase of 85. The number of school sections in which there were no schools open, or which, if open, have not been reported, is 157; being an increase of 22.

2. The number of *free* schools reported is 3,111; being an increase of 208. The number of free schools has increased at the rate of 200 to 600 a-year since 1850, until now more than three-fourths of them are free, by the voluntary action of the rate-payers in each section separately, as the result of their own observation, experience, discussion, patriotism, and annual vote.

The number of schools partly free is 876; being a decrease of 141. The number of schools in which a fee of twenty-five cents per month for each pupil is paid (the highest fee permitted by law) is only 117.

3. *School Houses*.—The whole number of school-houses reported is 4,134; being an increase of 79; and of these 79, 34 are of brick and 27 of stone. Of the whole number of schoolhouses, 483 are of brick, 329 of stone, 1,597 frame, 1,698 log, and 27 not reported. The number of *freehold* titles to school premises is 3,450; being an increase of 106.

4. *School Visits*.—By Local Superintendents, 9,368—decrease, 99—but exceeding, on an average, two visits to each school; by Clergymen, 6,282—increase, 606; by Municipal Councillors, 1,859—decrease, 117; by Magistrates, 2,005—decrease, 165; by Judges and Members of Parliament, 598—increase, 282; by Trustees, 19,958—decrease, 308; by other persons, 27,854—increase, 2,706. Total number of School Visits, 67,924—increase, 2,905.

5. *School Examinations*.—The number of school examinations reported was 7,712—increase, 318, but not quite two on an average in each school.

6. *School Prizes*.—The number of schools in which prizes of books, &c., have been distributed as a reward and encouragement to meritorious pupils is 986—increase, 56.

7. *Recitations*.—The number of schools in which *recitations* of prose and poetry are practised, is 1559—increase, 23.

8. *School Lectures*.—By Local Superintendents, 2,905—increase, 174, but more than a fourth less than the number of the School Sections, in each of which the law requires the Local Superintendent to deliver a lecture once a year; by other persons, 347—increase, 21. Whole number of lectures delivered during the year, 3,279—increase, 195.

9. *Time of keeping open the Schools*.—The average time of keeping open the schools is 10 months and 28 days—increase, 4 days. In the State of Massachusetts, the average time of keeping open the schools was 7 months and 18 days; in the State of New York, 7 months and 3 days; in the State of Pennsylvania, 5 months and 5½ days.

This great advance of Upper Canada beyond any of the neighboring States as to the length of time the schools are kept open each year, is largely owing to the principle on which our School Fund is distributed to the several schools, not according to school population, but according to the number of pupils taught, and the length of time the schools are kept open—that is, according to the work done in each school section.

#### V. TEXT BOOKS, MAPS AND APPARATUS USED IN THE SCHOOLS. THE BIBLE AND PRAYERS.

1. The series of National Canadian Text Books (adopted and adapted from those of the Irish National Board) are now so universally used in our schools, that the detailed table on this subject is not repeated. It is worthy of remark, that the text books specially prepared and adapted for the Canadian schools are rapidly superseding those for which they were intended as substitutes.

On the adoption of the decimal system of currency in Canada, it was felt that the national arithmetics should be adapted to it. This task was undertaken by Mr. Sangster, the mathematical master of the Normal School, who has compiled both a large and a small arithmetic, upon the plan of the national arithmetic, greatly improved and illustrated by examples taken from Canadian statistics.

These arithmetics, published by the enterprise of Mr. Lovell, are already used in 1906 schools, being an increase of 782 schools during the year; while the use of the old national arithmetic has decreased during the year to the extent of 734 schools.

2. The same remark applies to Mr. Lovell's Canadian Geography, compiled by Mr. Hodgins, and intended to supersede Morse's Geography, which had heretofore been permitted in the schools in the absence of one better adapted for their use. The use of Morse's Geography has been discontinued in 703 schools during the year, while Lovell's Hodgins' Geography has been introduced into 818 schools, being now used in 1864 schools.

The whole number of schools using *maps* is 2,965—increase, 145. The number of schools using *globes* is 1,017—increase, 91. The number of schools using *blackboards* is 3,526—increase, 184. The whole number of maps used in schools is 21,976—increase, 1,309.

4. The number of schools opened and closed with prayer was 2,576—increase, 195. The number of schools in which the Bible or Testament is used was 2,922—increase, 43 ; being nearly three-fourths of all the Common Schools in Upper Canada.

#### VI. TABLE E.—ROMAN CATHOLIC SEPARATE SCHOOLS.

1. *Number of Schools.*—The number of schools reported is 109—the same as that of the preceding year.

2. *Receipts.*—The amount apportioned and paid from the Legislative School Grant (according to average attendance, as compared with that of the Common Schools in the same municipality) was \$7,886—increase, \$287.

3. The amount apportioned and paid for maps, apparatus, prizes and libraries (upon the condition of an equal sum being contributed from local sources) was \$47—decrease \$90.

4. Amount derived from local school rates on the supporters of Separate Schools (nothing being received from municipal assessment) \$12,931—increase, \$581. Amount derived from *subscriptions* and other sources, \$10,563—decrease, \$360. The whole amount provided from local sources was \$23,494—increase, \$221. The amount of Legislative Grant for all Separate School purposes was \$7,883—increase, \$197. The total amount from all sources for the support of Separate Schools was \$31,379—increase, \$438.

#### *Expenditures.*

1. For payment of teachers, \$25,188—increase, \$659.

2. For maps, apparatus, prizes and libraries, \$393—decrease, \$24.

3. For other purposes, \$5797—decrease, \$196.

4. *Pupils.*—The number of pupils in the Separate Schools was 14,700—increase, 1069. There was a reported decrease in the attendance in 1861 of 1077. The increased attendance of 1862 brings it up to within eight of the attendance of 1860.

5. *Teachers.*—The number of teachers reported was 162—increase, 15. Of these, 87 are male—increase, 16 ; and 75 are female—decrease, 1. Seventeen of the male teachers and 40 of the female teachers are reported to be of some religious order.

6. The same table shows the subjects taught in the schools, and the number of pupils in each. It is pleasing to remark the increased number of pupils in the higher subjects of study, and the increase of 79 maps in the schools.

#### THE GRAMMAR SCHOOLS.

##### VII. TABLE F.—NUMBER OF SCHOOLS, RECEIPTS, EXPENDITURES, PUPILS.

1. The whole number of schools was 92—increase, 6.

2. The amount of legislative grant and fund apportioned and paid for salaries of teachers was \$39,111—increase, \$2418.

3. The amount of legislative grant apportioned and paid for the purchase of maps, apparatus, prize-books and libraries was \$660—decrease, \$184.

4. *The Amount received from Local Sources.*—From municipal grants, \$16,774—decrease, \$670. From fees of pupils, \$20,220—decrease, \$324. From balances of preceding year and other sources, \$13,324—increase, \$3688.

5. Total receipts from all sources for 1862, \$90,090—increase, \$4926.

6. *Expenditures.*—For masters' salaries, \$73,211—increase, \$2176. For building, rents, and repairs of school-houses, \$7,502—increase, \$3268. For maps, apparatus, prizes,

and libraries, \$1671—decrease, \$261. For fuel, books, and contingencies, \$3858—decrease, \$49. Total expenditures for all Grammar School purposes during the year 1862, \$86,244—increase, \$5135. Balance not collected and paid at the end of the year, \$3846—decrease, \$208.

7. *Pupils*.—Number of pupils attending during the year, 4982—increase, 216. Number of pupils residing in the city, town, or village of the school, 3561—increase, 186. Number of pupils residing in the county of the school, 1131—increase, 81. Number of pupils sent from other counties, 290—decrease, 51. Number of pupils reported as in the prescribed Grammar School subjects, 4569—increase, 205. Number of new pupils admitted during the year, 1860—decrease, 99. Number of pupils admitted by scholarships from Common Schools, 119—increase, 72. The same table shows by whom these scholarships have been established, and the fees per term in each school.

#### VIII. TABLE G.

Relating to the Meteorological Observations required by law to be kept by the Head Master of each Senior County Grammar School, requires no other remarks than those connected with the table itself.

#### IX. TABLE II.—NUMBER OF PUPILS IN THE SEVERAL SUBJECTS TAUGHT.

This table shows the number of pupils in each of the several subjects taught in the Grammar Schools—in English, in Latin, in Greek, in French, in Mathematics, in Geography (several divisions), in History (several divisions), in Physical Science (several divisions), in Writing, Book-keeping, Drawing, and Vocal Music. It appears that there were 4,872 in the different branches of English—increase, 254; in Latin, 2,258—decrease, 257; in Greek, 401—decrease, 44; in French, 1,462—increase, 87; in Mathematics, 4,778—increase, 223; in Geography, 4,412—increase, 303; in History, 4,050—increase, 245; in Physical Science, 2,949—increase, 198; in Writing, 4,291—increase, 148; in Book-Keeping, 1,014—increase, 59; in Drawing, 539—increase, 156; in Vocal Music, 507—decrease, 25.

#### X. TEXT BOOKS USED IN THE GRAMMAR SCHOOLS.

The statistics relating to the text books used in Grammar Schools is omitted in this Report, the text books being for the most part the same as those prescribed by the official regulations, and mentioned in preceding reports.

#### XI. TABLE I.

Table I contains a return of the name, college and degree of each Head Master, the date of his appointment, number of his assistants, salaries, religious exercises of the schools, and the number of pupils who were matriculated at any University, or passed the Law Society, &c., &c. Of the hundred and thirty-one masters and teachers employed in the Grammar Schools, 45 were members of the Church of England, 46 were Presbyterians, 21 Methodists, 3 Baptists, 4 Congregationalists, 1 Roman Catholic, 1 reported as Protestant, and 10 whose denomination was not reported. Seventy-seven of the schools were opened and closed with prayers. For further miscellaneous information, I refer to the table.

#### THE NORMAL AND MODEL SCHOOLS.

#### XII. TABLE K.—OPERATIONS OF THE SCHOOLS DURING THE YEAR 1862

1. The year is divided into two sessions of five months each—the one beginning the 8th of January and closing the 20th of June; the other beginning the 8th of August and closing the 20th of December. The object of the Normal School is to train teachers to teach the subjects of a Common School education. As besides the preliminary education, persons are specially educated or trained to a trade or profession, and no one thinks of working as a mechanic, or practising as a physician, or lawyer, without a professional training, as well as a previous preparatory education, so the training of teachers for the profession of teaching, in addition to their preliminary education, is now considered a necessity in all civilized countries, and, as such, provided for. Most of the Normal Schools, both in Europe and America, provide for the greater part of the preliminary education, as well as

the special professional training; but the Normal School of Upper Canada confines itself as exclusively as possible to the special work of training teachers to teach. No inducements are held out to any one to apply for admission to it, except those who wish to qualify themselves for the profession of teaching. None are admitted without passing an entrance examination equal to what is required for the ordinary second class County Board Teachers' Certificate; nor is any candidate admitted except upon the declaration in writing that he intends to pursue the profession of teacher, and that his object in coming to the Normal School is to qualify himself better for his profession—the same declaration that is required of candidates for admission to Normal Schools in the neighboring States. That such is the object of candidates generally is obvious from the fact that a large majority of them have been teachers before applying for admission to the Normal School. The statistical table shows this. For example, the number admitted during the first session of 1862 was 148, of whom 82 had been teachers. The number admitted the second session was 135, of whom 68 had been teachers. The number admitted during the first session of the current year was 123, of whom 84 had been teachers.

2. The Model Schools—one for boys and the other for girls, each limited to 150 pupils, paying 25 cents weekly fees each—are connected with the Normal School. The teachers training in the Normal School, divided into classes, spend some time each week in these Model Schools, where they not only observe how a school should be organized and managed, and how the several subjects may be taught, but teach themselves, as assistants, and under the observation and instruction of the regular teachers of the schools.

3. Table K. presents a condensed statistical view of the operations of the Normal School from the beginning. All the Counties in Upper Canada have been represented in it. The number of applications for admission during the two Sessions of 1862 was 341; the number admitted was 288. The number who (after an examination of several days, on paper, at the close of each Session, on all the subjects taught, and as to their ability and skill in teaching and governing a school) received Provincial Certificates was 191. Teachers from the Normal School have given a tone and character to Common School teaching generally; the demand for them increases yearly; and thus the influence of the Normal School is felt throughout Upper Canada in the improved method of school organization and teaching, as well as in the qualifications, character and position of teachers.

### XIII.—TABLE L. OTHER EDUCATIONAL INSTITUTIONS IN UPPER CANADA.

An imperfect view would be formed of the state of education in any country if confined to its public, primary and grammar schools. The Superintendent of Public Instruction in the State of New York presents annually a report of the private as well as the public educational institutions of that State. The number of Colleges reported in Upper Canada is 13, containing 1,373 students, with an income, from public sources, of \$94,800, and from fees, of \$33,750. The number of private academies and schools reported was 342 (increase 6), containing 481 teachers (increase 59), 6,784 pupils (decrease 577), with an income from fees of \$56,233—increase, \$10,839.

### XIV.—TABLE M. FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT—SUNDAY SCHOOL AND OTHER PUBLIC LIBRARIES.

1. The system of Free Public Libraries is as follows: A carefully classified catalogue of about four thousand works (which, after examination, have been approved by the Council of Public Instruction), is sent to the Trustees of each school section and the Council of each Municipality. From this catalogue the Municipal or school authorities, desirous of establishing or improving a library, select such books as they think proper, and receive from the Department the books desired (as far as they are in print or stock), at cost prices, with an apportionment of one hundred per cent. upon whatever sum or sums they transfer towards the purchase of books. The libraries are managed by the local Councils and Trustees, according to general regulations, as provided by law, by the Council of Public Instruction.

2. Since the severe commercial and financial depression through which the country has passed, the annual demand for library books has been less than in previous years, while the demand for prize-books in the schools (supplied upon the same terms as library books)

has increased. The amount provided from local sources for libraries, during the year, is \$1,636—decrease, \$405. The same amount has been apportioned by the Department for the same purpose. The value of library books supplied by the Department during the year 1862 was \$3,272—decrease, \$811. The number of libraries was 518—increase, 37. The total value of library books supplied by the Department since 1855 is \$107,165, consisting of 198,848 volumes, on the following subjects: History, 35,057; Zoology and Physiology, 13,677; Botany, 2,544; Phenomena, 5,449; Physical Sciences, 4,249; Geology, 1,772; Natural Philosophy and Manufactures, 11,585; Chemistry, 1,413; Agricultural Chemistry, 750; Practical Agriculture, \$331; Literature, 19,480; Voyages and Travels, 15,464; Biography, 22,447; Tales and Sketches—practical life, 54,283; Teachers' Library, 2,347. Total of Library Books, 198,848. To these may be added the prize-books, 99,576 volumes, making a grand total of works supplied by the Department, of 298,424.

3. The number of Sunday School libraries reported is 1969, containing 301,719 volumes. The number of other public libraries reported is 369, containing 116,884 volumes. Total number of Sunday School and other public libraries, 2,856, containing 667,451 volumes, or nearly one volume for every two inhabitants (old and young) of the country.

XV. TABLE N.—MAPS, APPARATUS AND PRIZE-BOOKS SUPPLIED BY THE DEPARTMENT TO GRAMMAR AND COMMON SCHOOLS DURING THE YEAR 1862.

1. During the year \$16,193 (one half contributed from local sources) have been paid for the purchase of 154 maps of the world; 215 of Europe; 195 of Asia; 174 of Africa; 190 of America; 184 of Canada; 245 of Great Britain and Ireland; 138 single hemispheres; 163 Classical and Scriptural maps; 317 other maps and charts; 135 globes; \$555 object-lessons, &c.; 29,760 (increase 2,829) volumes of prize-books, procured and awarded by local school authorities to meritorious pupils in the schools.

2. Since 1855, there have been received from local sources in this branch of the Department, \$52,543, to which has been added the apportionment of an equal sum, making a total of \$105,087; by which means there have been sent out from the Department to the local school authorities applying for them and paying fifty per cent. on the cost price of them 1,379 maps of the world; 2,155 of Europe; 1,172 of Asia; 1,608 of Africa; 1,871 of America; 1,952 of Canada; 2,332 of Great Britain and Ireland; 1,479 single hemispheres; 1,287 Classical and Scriptural maps; 3,300 other maps and charts; 1,178 globes; 11,698 other articles of school apparatus; 99,158 historical and other lessons in charts; 99,576 volumes in prize-books.

3. The maps, globes, and various articles of school apparatus sent out by the Department, apportioning one hundred per cent. upon whatsoever sum or sums are provided from local sources, are nearly all manufactured in Canada, and are better executed and at lower prices than imported articles of the same kind. The globes and maps manufactured (even to the material) in Canada, contain the latest discoveries of voyagers and travellers, and are executed in the best manner, as are tellurians, mechanical powers, numeral frames, geometrical forms, &c. All this has been done by employing competitive private skill and enterprise. The Department has furnished the manufacturers with the copies and models, purchasing certain quantities of the articles when manufactured at stipulated prices, then permitting and encouraging them to manufacture and dispose of these articles themselves to any private parties desiring them, as the Department supplies them only to municipal and school authorities. In this way new domestic manufactures are introduced, and mechanical and artistic skill and enterprise are encouraged, and many aids to school and domestic instruction, heretofore unknown amongst us, or only attainable in particular cases with difficulty and at great expense, are now easily and cheaply accessible to private families as well as to public municipal and school authorities all over the country.

4. It is also worthy of remark, that this important branch of the Educational Department is self-supporting. All the expenses of it are reckoned in the cost of the articles and books procured; so that it does not cost either the public revenue or school fund a penny, beyond what is apportioned to the municipalities and school sections providing a like sum or sums for the purchase of books, maps, globes and various articles of school apparatus. I know of no other instance, in either the United States or in Europe, of a branch of a public

Department of this kind, conferring so great a benefit upon the public, and without adding to further expenses.

#### XVI. TABLE O.—THE SUPERANNUATED OR WORN-OUT TEACHERS.

1. The Legislature has appropriated \$4000 per annum in aid of superannuated or worn-out Common School teachers. The allowance cannot exceed \$6 per annum for each year that the recipient has taught a Common School in Upper Canada. Each recipient must pay \$4 for the current year, or \$5 for each past year, since 1854, into the Fund; nor can any teacher share in the Fund unless he pays annually at that rate to the Fund, commencing with the time of his beginning to teach, or with 1854 (when the system was established), if he began to teach before that time. If a teacher has not paid his subscription annually, he must pay at the rate of \$5 per annum for past time, in order to be entitled to share in the Fund when worn out.

2. Table O gives the age, services, &c., of each pensioner, and the amount of the pittance which he receives. 219 teachers have been admitted to receive aid from this Fund; of whom 38 have died before or during the year 1862. The average age of each pensioner in 1862 was 66½ years. Previous reports contain the names of the parties on whose testimony the application has, in each instance, been granted, together with the county of his residence. That part of the table is omitted in this report.

#### XVII. TABLE P.—DISTRIBUTION OF THE LEGISLATIVE GRANT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT THERETO, TOGETHER WITH OTHER MONEYS PROVIDED BY MUNICIPALITIES AND TRUSTEES.

This table presents a complete view of all moneys which have been received and expended (and from what sources derived), and for what purpose, in common with the Normal, Model Grammar, and Common Schools throughout Upper Canada. Here may be seen at a glance that this money has not been expended in any favoured localities, and how far it has been expended in the counties, cities, towns and villages. It appears that the people of Upper Canada provided and expended for Grammar and Common School purposes in 1862, \$1,518,433, being an increase on the receipts and expenditures of the preceding year of \$22,353. For details, see the table.

#### XVIII. TABLE Q.—EDUCATIONAL SUMMARY FOR 1862.

Table Q exhibits the number of Educational Institutions of every kind (as far as the returns could be obtained), the number of pupils attending them, and the amount expended in their support. The whole number of Educational Institutions of every kind was 4,554—increase, 95. The whole amount available for educational purposes was \$1,703,216—increase, \$33,192.

#### XIX. TABLE R.—GENERAL STATISTICAL ABSTRACT OF THE PROGRESS OF EDUCATION IN UPPER CANADA, FROM 1842 TO 1862 INCLUSIVE.

This table contains all the statistics I have been able to obtain, illustrative of the progress of each branch of education in connection with all the Educational Institutions of Upper Canada since 1842.

#### XX. THE EDUCATIONAL MUSEUM.

Nothing is more important than that an establishment designed especially to be the institution of the people at large—to provide for them teachers, apparatus, libraries, and every possible agency of instruction—should, in all its parts and appendages, be such as the people can contemplate with respect and satisfaction, and visit with pleasure and profit. While the schools have been established and are so conducted as to leave nothing to be desired in regard to their character and efficiency, the accompanying agencies for the agreeable and substantial improvement of all classes of students and pupils, and for the useful entertainment of numerous visitors from various parts of the country, as well as many from abroad, have been rendered as attractive and complete as the limited means provided would permit. Such are the objects of the Educational Museum.

The Educational Museum is founded after the example of what is being done by the Imperial Government as part of the system of popular education—regarding the indirect as scarcely secondary to the direct means of training the minds and forming the taste and character of the people. It consists of a collection of school apparatus for Common and Grammar Schools, of models of agricultural and other implements, of specimens of the natural history of the country, casts of antique and modern statues and busts, &c., selected from the principal museums of Europe, including busts of some of the most celebrated characters in English and French history; also, copies of some of the works of the great masters of the Dutch, Flemish, Spanish, and especially of the Italian schools of painting. These objects of art are *labelled*, for the information of those who are not familiar with the originals, but a descriptive historical catalogue of them is in course of preparation. In the evidence given before the Select Committee of the British House of Commons, it is justly stated “that the object of a National Gallery is to improve the public taste, and afford a more refined description of enjoyment to the mass of the people;” and the opinion is, at the same time strongly expressed, that as “people of taste going to Italy constantly bring home beautiful modern copies of beautiful originals,” it is desired, even in England, that those who have not the opportunity or means of travelling abroad, should be enabled to see, in the form of an accurate copy, some of the celebrated works of Raffaele and other great masters; an object no less desirable in Canada than in England. What has been thus far done in this branch of public instruction, is in part the result of a small annual sum which, by the liberality of the Legislature, has been placed at the disposal of the Chief Superintendent of Education, out of the Upper Canada share of the school grants, for the purpose of improving school architecture and appliances, and to promote arts, science and literature by means of models, objects and publications, collected in a museum in connection with this department.

The more extensive Educational Museum at South Kensington, London, established at great expense by the committee of Her Majesty's Privy Council of Education, appears, from successive reports, to be exerting a very salutary influence, while the School of Art connected with it is imparting instruction to hundreds, in drawing, painting, modelling, &c.

A large portion of the contents of our museum has been procured with a view to the School of Art, which has not yet been established, though the preparations for it are completed. But the Museum has been found a valuable auxiliary to the schools; the number of visitors from all parts of the country, as well as from abroad, has greatly increased during the year, though considerable before; many have repeated their visits again and again; and I believe the influence of the Museum quite corresponds with what is said of that of the Educational Museum of London.

#### XXI.—INSPECTORS' REPORTS OF GRAMMAR SCHOOLS.

In Appendix B will be found the General Report of the Inspectors of Grammar Schools for the year 1862—papers worthy of an attentive perusal, and to which I need not add anything on the subject to which they so practically and earnestly refer. The Rev. Mr. Ambery has failed to present a report similar to that which has been furnished by the other two Inspectors—the Rev. Dr. Ormiston and the Rev. Mr. Checkley.

It is to be deeply regretted that Dr. Ormiston's health has compelled him to retire from his official connexion with our system of public instruction, a field of labor which he has occupied during years with distinguished ability and ardent zeal. The whole country will lament the absence of his welcome periodical visits, which he made no less interesting and useful to the public by his eloquent addresses, than he did to the schools by his special examinations and affectionate counsels. I am sure I express the wish of hundreds of thousands, when I pray that Dr. Ormiston's health may be speedily re-established, and that he may long live to be, as he has been, an honour and a blessing to the country.

#### XXII. EXTRACTS FROM THE REPORTS OF THE LOCAL SUPERINTENDENTS OF COMMON SCHOOLS.

1. Appendix A. contains extracts from the reports of Local Superintendents of townships, cities, towns and incorporated villages. It is to be regretted that no explanatory or suggestive remarks have accompanied the returns from several counties, cities

and towns. It may be assumed that what is stated in the extracts given is applicable to all the municipalities.

2. It has been objected in some instances, but I think without due consideration, that the publication of these extracts from local reports is needless, and an incumbrance to my Annual Report. On the contrary, I think they form a most important and useful part of it. They are the language, not of the nominees of the Educational Department, but of persons appointed and paid by the local elected municipalities, and state, from personal experience, the working of the school system; its difficulties and defects, and express sentiments which more or less prevail in different sections of the Province. The value attached to such extracts in countries similarly situated, and even where the school systems have been long established, may be inferred from the fact that in the last Annual Report (for 1862) of the New York State Superintendent of Public Instruction, containing 412 pages, 30½ pages of it are devoted to extracts of local reports from counties and cities; and in the Massachusetts' School Report for the same year, containing 463 pages, 284 pages are occupied with extracts from local reports, though relating to schools of fewer pupils than those attending the schools of Upper Canada.

3. These extracts from local reports—which I have given without partiality, as is clear from their diversity of sentiment—exhibit the inner and practical life of the people in several respects, especially in the new settlements, as well as that of the school system, the nature of the obstacles to its operations from various causes, from newness of settlements and poverty in some instances, from indifference and ignorance in others; and the noble way in which the people generally exert themselves, under many difficulties, to educate their children, together with the growing success of their efforts. The different working and results of the same system in the different townships, cities and towns, show how far the obstacles to its progress arise from any defects in the system itself, or from the disposition, intelligence, or circumstances of the people, and of their elected trustees.

4. These extracts from local reports clearly show the local voluntary character of the school system, like the municipal system, a power given to the people to manage their own affairs in their own way, spending or doing much or little for the education of their children, as they please, while the Educational Department is an aid to prompt and facilitate their exertions, and a special help to those who endeavor to help themselves in the great work which lies at the foundation of the country's freedom and progress.

### XXIII. MISCELLANEOUS REMARKS.

#### *(Roman Catholic Separate School Bill.)*

1. During the former part of the current year, the Legislature passed an Act to amend the Roman Catholic Separate School Act of 1855. As very erroneous impressions exist, in the minds of many friends of general education, as to the provisions of this Act, I have thought proper to insert it in Appendix G of this Report, in parallel columns with the Separate School Act of 1855, with explanatory notes and remarks.

2. Any one who will take the pains to read and compare the two Acts, clause by clause, must see that the Public School System of Upper Canada is greatly strengthened and benefited, rather than weakened and endangered by the present Separate School Amendment Act.

#### *(The School System.)*

1. In my Report for 1857 I discussed at large the principles of our Common School system. In that Report I explained the nature of the provisions in regard to "Religious Instruction in the Public Schools," and answered the objections which had been made to this feature of the system. No new objections have since been started, and the old ones have been seldom repeated.

2. In the same Report, I discussed the provisions of the law in regard to Separate Schools; and while I expressed my regret that the principle of Separate Schools had been introduced into the law in 1841 (at the time of the union of Upper and Lower Canada), and my belief that they were an injury rather than a benefit to the Roman Catholics themselves, I assigned several reasons why I thought those provisions of the law should be retained. I have since seen no reason to change or modify the views then fully expressed.

3. In the same Report, I compared the principles, workings, and results of the Elementary School system of Upper Canada with those of the systems which have been established in Great Britain and Ireland.

4. In my Report for 1860, I compared the ten years' progress of the Common Schools in Upper Canada with that in the States of Massachusetts, New York, and Pennsylvania.

5. I think it, therefore, needless to discuss in this Report any of the principles involved in our public school system. As it is in the power of each county, city, town, and incorporated village to continue or not continue the school system, as it was to adopt or not adopt it—the municipalities may be left to judge and act for themselves. The only aid given by the Legislature is the annual school grant—given only until the proceeds of the sale of public lands shall constitute a moderate school fund. But, in the State of Massachusetts, the school fund amounted, in January, 1862, to a capital of \$1,588,263. The “amount raised by taxes for the support of public schools, including only wages, board, fuel, care of fires and school rooms, \$1,500,501.” The “amount paid for the superintendence of schools and printing School Reports, \$51,948.” The Massachusetts School Law requires each township to raise, by tax, one dollar and fifty cents for each person between five and fifteen years of age, as a condition of sharing in the *income* of the State School Fund, amounting, as yet, to only \$93,500. The “sum raised by taxes for the education of each child in the State, between five and fifteen years of age, per child,” was *six dollars and a fraction*. The population of Massachusetts, in 1860, was 1,396,091. In the State of New York the population was, in 1860, 3,851,563; in 1862 the amount apportioned from the State Common School Fund was \$320,000; the amount of State school tax was \$1,086,977; the amount of local school taxes was \$2,068,057; the amount of rate-bills in rural districts (the schools in cities and towns are all free) was \$407,009. For payment of salaries of School Commissioners, or Local Superintendents, \$56,000. The expenses of the State Normal School and the State Education Office are paid out of the public revenue, and not from the school fund. The States of Ohio and Illinois (especially the latter) present still more remarkable statistics of State income, State and local taxation for school purposes; but the statistics here given may be sufficient to satisfy those who wish to compare the taxation and working of our school system with that of the principal neighbouring States.

6. The Common School law being now settled, no one proposing to change any feature of it, or advocating the repeal of the Separate School law, it only remains for the legislature to remedy the defects in the Grammar School law.

#### CONCLUSION.

The steady progress which the school system has made, irrespective of the occasional depression of agriculture, trade and commerce, the wide dimensions to which it has attained, the various aids to the improvement and extension of its operations, the sensitiveness and jealousy with which the people at large view any possible infringement of its principles or integrity, and the liberality and zeal with which they have availed themselves of its facilities for the education of their children, encourage the hope, under the Divine blessing, for the future advancement and prosperity of Upper Canada.

I have the honor to be,

Your Excellency's

Most obedient, humble servant,

E. RYERSON.

Department of Public Instruction for Upper Canada,  
Toronto, July, 1863.

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PART II.



STATISTICAL REPORT.

1862.

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TABLE A.—THE COMMON SCHOOLS

RECEIPTS BY LOCAL SCHOOL AUTHORITIES.

COUNTIES.	From Legislative Grants.		From Local Sources.					Balances.
	For Teachers' Salaries.	For Maps, Apparatus, Prizes and Libraries.	Municipal School Assessment.	Trustees' School Assessment.	Trustees' Rate Bill for Fees.	Clergy Re-servo Fund and other sources.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Glengarry .....	2378 24	18 00	2287 00	6203 25	941 54	452 16	821 21	
Stormont .....	1862 00	24 00	1929 00	4828 11	399 74	190 73	418 98	
Dundas .....	2008 00	17 00	1982 00	5578 95	670 66	45 86	824 65	
Prescott .....	1630 90	11 00	2250 00	4586 91	29 48	149 27	531 34	
Russell .....	783 00	6 00	1130 00	1218 38	9 10	6 00	582 94	
Carleton .....	3348 20	105 02	3302 74	13807 00	794 25	322 24	905 82	
Grenville .....	2233 00	13 00	2075 00	4824 62	605 58	2723 76	641 09	
Leeds .....	3639 00	92 52	3629 00	11454 04	2455 63	4109 32	3539 18	
Lanark .....	3275 00	61 38	3139 90	13557 82	954 76	1136 97	2244 20	
Renfrew .....	2204 25	53 00	1945 00	9556 22	486 21	311 60	958 33	
Frontenac .....	2971 50	100 60	2883 00	9519 92	1436 85	964 79	1310 63	
Addington .....	1940 50	71 00	1953 00	5823 91	962 88	1396 73	595 04	
Lennox .....	876 00	27 25	966 00	3756 48	141 03	1115 92	676 94	
Prince Edward .....	2156 00	71 20	2313 00	11087 97	2012 49	1275 82	1057 26	
Hastings .....	4135 50	130 70	3723 00	17379 37	935 09	1865 50	1763 58	
Northumberland .....	3862 00	244 04	3838 00	20400 01	1883 30	2206 79	1485 30	
Durham .....	3585 00	201 35	3585 00	18320 44	2647 06	4782 57	3094 16	
Peterborough .....	2243 50	81 00	2709 00	9884 55	893 07	1049 64	484 46	
Victoria .....	2523 00	105 25	2785 00	11650 61	411 97	914 97	1319 87	
Ontario .....	4159 00	359 09	4236 00	22414 76	1708 44	4584 72	4426 96	
York .....	6429 50	349 44	6591 00	34109 34	4748 34	9544 13	8037 90	
Peel .....	2873 56	198 77	2859 00	18148 09	2673 52	2515 34	1903 99	
Simcoe .....	4624 50	426 70	4472 62	25129 44	960 52	2173 95	4514 32	
Halton .....	2349 00	139 67	2331 00	8822 74	3360 28	4230 42	747 97	
Wentworth .....	3331 50	150 74	3303 00	10348 49	3747 39	7634 59	1746 52	
Brant .....	2332 00	187 97	2393 00	10781 52	1923 53	3455 53	1188 30	
Lincoln .....	2198 50	80 00	2450 00	8235 24	2205 08	3378 07	3897 75	
Welland .....	2244 00	62 07	2539 00	8178 44	2008 68	3190 82	5074 58	
Haldimand .....	2336 50	157 10	3110 00	10100 56	1209 28	4920 61	8832 00	
Norfolk .....	3068 50	155 22	3061 00	13353 74	1546 41	2851 04	2596 50	
Oxford .....	4562 00	266 17	4562 00	25750 63	2097 20	2695 67	2392 18	
Waterloo .....	3387 00	419 90	3850 00	22498 34	1345 15	2077 31	5452 80	
Wellington .....	4776 50	569 66	8437 00	28329 04	1416 08	2597 45	3854 33	
Grey .....	4074 00	266 10	6306 08	22515 08	112 55	1242 43	2889 69	
Perth .....	3591 50	354 64	3570 00	18069 09	313 39	1283 70	1845 26	
Huron .....	5507 95	616 75	4611 00	32268 84	707 48	1174 98	3591 41	
Bruce .....	3022 83	327 66	2917 00	12252 29	22 06	146 39	2246 03	
Middlesex .....	5361 50	356 72	6218 00	30299 72	1740 37	5781 07	5231 52	
Elgin .....	3391 00	160 28	3399 00	15324 70	2782 99	1102 93	2884 74	
Kent .....	3089 75	85 00	2999 00	16989 96	725 19	2156 52	2365 32	
Lambton .....	2471 00	146 84	3577 00	18251 12	216 01	715 52	2839 34	
Essex .....	2192 50	41 50	2193 96	10111 70	526 31	502 23	1361 87	
Bruce Mines .....	50 00				218 00			
<b>Total .....</b>	<b>129178 68</b>	<b>7320 30</b>	<b>138490 30</b>	<b>602721 43</b>	<b>57083 94</b>	<b>95876 11</b>	<b>99026 85</b>	

CITIES.							
Toronto .....	5167 50	36 98	23300 00	1535 95		897 06	4556 09
Hamilton .....	2161 50	5 00		429 31	4128 03	478 18	14099 92
Kingston .....	1594 50	176 59	8466 38	673 82	89 95		
London .....	1315 50	99 61	8000 00	310 00		550 29	6261 72
Ottawa .....	1660 50	53 00	6028 00	886 02		506 44	6407 15
<b>Total .....</b>	<b>11890 50</b>	<b>371 18</b>	<b>45794 38</b>	<b>3335 10</b>	<b>4217 98</b>	<b>2431 97</b>	<b>31324 88</b>

\* The amount assessed but not collected for the City of Hamilton was \$10,320.

N. B. Tables A, B, C, and D, include the statistics of Separate Schools, but they may be seen by themselves in Table E.

OF UPPER CANADA, 1862.

EXPENDITURE BY LOCAL SCHOOL AUTHORITIES.

Total Receipts for all Common School purposes during '62.	For Teachers' Salaries.	For Maps, Apparatus, Prizes and Libraries, including 100 per cent.	For Sites & Building School Houses.	For Rents and Repairs of School Houses.	For School Books, Stationery, Fuel & other expenses.	Total Expenditure for all Common School purposes during 1862.	Balances unex-pended.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
13101 40	9827 72	36 00	399 73	65 01	569 17	10897 63	2203 77
9652 61	8252 74	61 59	183 00	167 93	296 58	8961 84	690 77
11136 12	8451 93	34 00		341 72	451 78	9279 43	1856 69
9188 90	6750 64	22 07	776 25	261 62	483 08	8248 66	940 24
3745 42	2207 98	16 67	98 00	52 50	157 87	2533 02	1202 40
22585 27	18480 98	210 04	1038 73	359 45	582 40	20671 60	1913 67
12306 05	10713 57	42 96	637 20	295 78	690 44	12379 95	826 10
28918 69	20531 54	194 00	1873 38	511 54	2337 34	25447 80	3470 89
24370 03	16609 70	149 84	947 25	633 17	735 66	19075 62	5294 41
15615 11	11772 43	142 50	1696 94	299 67	760 50	14672 04	943 07
19196 29	15069 57	219 20	671 70	288 80	1059 67	17308 94	1887 35
12743 06	9658 05	142 00	596 34	298 93	922 30	11617 62	1125 44
7539 62	4991 79	75 03	1515 37	194 88	367 00	7144 07	415 55
19973 74	15127 52	142 40	1913 49	407 72	1220 81	18811 94	1161 80
29932 74	23017 74	317 53	2792 88	428 30	1484 24	28040 69	1892 05
39979 44	26451 17	489 19	2417 59	382 60	1848 32	31588 87	2330 57
11650 58	24634 77	402 70	6534 81	405 26	2123 45	34100 99	3014 59
17435 22	12167 58	162 00	2074 46	225 17	844 67	15473 88	1961 34
9910 67	13316 84	219 09	2707 98	445 35	1235 43	17924 69	1785 98
41888 97	28986 77	744 54	2397 75	998 43	2807 13	35934 62	5954 35
69809 65	45073 68	704 99	7073 41	3326 04	6111 91	62290 03	7519 62
31172 27	22183 34	483 37	4496 94	505 27	1487 04	29155 96	2016 31
42302 05	31885 49	853 40	2211 26	1055 26	2284 24	38289 65	4012 40
19231 08	16419 14	336 09	1923 09	160 00	1103 38	19941 70	2039 38
30262 23	19092 10	327 99	3564 15	895 79	2229 83	26109 86	4152 37
22261 85	17512 07	445 14	743 25	284 79	1797 97	20783 22	1478 63
22444 64	15815 71	210 20	1166 94	514 63	1520 60	19228 08	3216 56
23297 59	16335 74	184 57	818 24	526 12	1292 41	19157 08	4140 51
25666 05	17422 33	368 25	2809 76	443 35	1625 95	22669 67	2996 38
26622 20	20029 42	310 44	1774 33	347 49	1533 23	28994 91	2627 59
39325 85	29154 70	691 71	3172 54	954 58	2399 50	36373 03	2952 52
39930 50	26624 55	906 36	4209 70	2040 06	1910 68	35691 35	4239 15
49980 06	29912 28	1130 32	8037 45	842 33	2879 08	42810 46	7169 60
37405 93	27015 25	532 20	2463 56	865 43	2545 19	33421 63	3984 30
29027 58	20295 67	709 28	2888 07	548 32	1712 20	26153 63	2873 95
48478 41	31173 70	1233 50	5510 24	886 50	2512 15	41316 09	7162 32
20934 26	15189 36	655 32	686 69	323 28	999 79	17854 44	3079 82
54988 90	40157 35	1038 54	3071 98	1465 83	3764 10	49497 80	5491 10
28995 64	21754 65	394 68	1371 00	417 86	1911 38	25849 57	3146 07
28410 74	20236 56	480 87	2704 09	792 97	1730 65	25945 14	2465 60
28216 83	20214 99	362 78	961 17	836 61	1874 27	24240 82	3967 01
16930 07	10984 33	184 86	1703 39	276 02	924 12	14072 72	2857 35
268 00	256 60			11 40		268 00	
<b>1129697 61</b>	<b>801760 04</b>	<b>16377 24</b>	<b>91634 10</b>	<b>25383 76</b>	<b>67082 60</b>	<b>1005237 74</b>	<b>124459 87</b>

35493 58	19318 72	73 96	6400 00	1240 04	1967 07	28999 79	6493 79
21301 94	12811 55	1774 20		881 11	2478 79	17945 65	3356 29
11001 24	5920 58	353 18	749 05	775 37	2951 90	10750 03	251 16
16537 12	7676 08	337 98	1339 00	1410 39	1846 42	12609 87	3927 25
15541 11	6006 56	106 18		823 21	751 43	7687 38	7853 73
<b>99874 99</b>	<b>51733 49</b>	<b>2645 50</b>	<b>8488 05</b>	<b>5130 12</b>	<b>9995 61</b>	<b>77992 77</b>	<b>21882 22</b>

TABLE A.—THE COMMON SCHOOLS

RECEIPTS BY LOCAL SCHOOL AUTHORITIES.

TOWNS.	From Legislative Grants.		From Local Sources.					Balances.
	For Teachers' Salaries.	For Maps, Apparatus, Prizes and Libraries.	Municipal School Assessment.	Trustees' School Assessment.	Trustees' Rate Bill for Fees.	Clergy Reserve Fund and other sources.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Amherstburgh	241 50		3211 00	500 00	87 50		165 25	
Barrie	229 50		900 00	73 60		160 90	78 01	
Belleville	710 00		3539 71	451 00	6 00	0 24	96 40	
Berlin	222 50		2339 16	54 12		254 39	11 32	
Bowmanville	312 00		1627 81		409 63	260 21	139 77	
Brantford	724 00		5175 00	220 38	204 09	652 58	51 78	
Brockville	470 00	200 48	3000 00	528 85	29 07	323 29	104 80	
Chatham	518 00	40 00	2500 00	333 30	32 50	1237 76	1321 70	
Clifton	145 50		850 00	66 72	92 12	80 60	284 28	
Cobourg	576 50	43 63	2500 00	168 20	745 09	16 00	29 80	
Collingwood	159 00	25 00	240 00	566 00		248 12	383 03	
Cornwall	220 00		1300 00		29 75		382 72	
Dundas	328 50	5 05	1190 13	138 38	525 37	344 12	5 46	
Galt	352 00		3238 00		25 25		1229 65	
Goderich	371 00	22 00	2500 00			100 00	231 00	
Guelp	574 50	15 25	2600 22	200 00	930 25	860 36	318 68	
Ingersoll	278 00		900 00	79 92	383 47	49 66	363 97	
Lindsay	202 00		310 00	267 56		107 95	51 03	
Milton	104 00		832 28		193 16	195 37	300 59	
Niagara	244 00		316 13	209 93	21 50	599 19		
Oakville	158 00		1040 30	54 00	148 78	82 15	118 44	
Owen Sound	254 00	5 00	1203 58				50 00	
Paris	270 50	6 10	1671 00	82 41	34 13	65 00	56 20	
Perth	479 00		1493 00	520 00	43 00		7 85	
Peterborough	438 00	106 90	1418 13	300 00	995 00		407 33	
Pictou	236 50	20 00	900 00	149 39	428 60		147 54	
Port Hope	478 00	35 00	1547 46		1118 89	35 00		
Prescott	290 50	15 00	1453 45		422 61	1 00	109 42	
Sandwich	113 00		112 75	717 41			68 61	
Sarnia	240 00	33 50	215 00	1950 00	274 75		89 10	
St. Catharines	730 50	25 00	3450 00	250 00	143 00	273 25	18 03	
St. Thomas	174 50		1150 00		378 50		64 49	
Simcoe	213 00	20 00	1821 29		33 20	50 00	69 03	
Whitby	301 50	27 21	2859 13	51 00		213 04	7 87	
Windsor	287 00	24 00	2000 00			2 00	140 46	
Woodstock	383 00	44 14	1748 99		870 25	32 14		
Total	12029 50	713 26	63153 52	7932 17	8605 46	6244 32	6893 61	

VILLAGES.		In Town's					
Arnprior		1684 61		167 32	25 70		18 64
Ashburnham	114 00	38 00					12 49
Bath	83 00	100 00	14 93	40 00	140 00		22 07
Bradford	110 00	94 00		126 50			441 68
Brampton	187 00	32 16	882 60				90 64
Brighton	135 00		146 00	400 00			774 78
Caledonia	133 00	5 45	600 00		198 00		59 01
Cayuga	87 00	70 00	571 00		52 50	60 75	276 00
Chippewa	125 00		504 21			18 50	321 07
Clinton	115 00	5 00	1600 00				652 92
Colborne	92 00		820 19				20 40
Dunnville	145 00		145 00	800 00			484 53
Elora	106 00	10 00	1333 44			3 63	38 05
Embro	63 00	11 00	325 00		186 25	13 68	0 92

OF UPPER CANADA, 1862.—Continued.

EXPENDITURE BY LOCAL SCHOOL AUTHORITIES.

Total Receipts for all Common School purposes during '62.	For Teachers' Salaries.	For Maps, Apparatus, Prizes and Libraries, including 100 per cent.	For Sites & Building School Houses.	For Rents and Repairs of School Houses.	For School Books, Stationery, Fuel, & other expenses.	Total Expenditure for all Common School purposes, during 1862.	Balances unexpended.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
4205 25	1400 57		1100 00	99 71	317 22	2917 50	1287 75
1442 01	1105 00			51 12	131 65	1364 74	77 27
4803 35	3677 11	76 97		217 50	858 48	4753 09	50 26
2881 49	2138 12			158 14	237 53	2533 79	347 70
2749 42	1952 35	10 00	91 20	40 50	619 37	2713 42	36 00
7027 83	4931 82	11 00		337 97	1523 78	6804 57	223 26
4656 49	2662 93	404 98		91 00	800 50	3959 41	697 08
5983 26	3484 61	106 00		203 41	245 57	4044 59	1938 67
1519 22	862 00				185 77	1047 77	471 45
4079 22	2859 59	223 41	400 00	240 00	347 24	4070 24	8 98
1621 15	680 00	51 00		237 63	386 43	1355 06	266 09
1932 47	1115 00	38 00		38 20	190 33	1381 53	350 94
2537 01	2047 00	12 05	30 00	156 00	283 22	2528 27	8 74
4844 90	2975 00			40 27	620 09	3635 36	1209 54
3224 00	2195 00	44 00		54 00	931 00	3224 00	
5499 26	2978 00	30 50	1218 50	401 58	358 97	4987 55	511 71
2055 02	1007 00	40 74		40 00	226 31	1314 05	740 97
938 54	837 00			93 97	7 57	938 54	
1625 40	675 00			672 00	151 95	1498 95	126 46
1390 75	1191 70	6 00			193 05	1390 75	
1601 67	1158 81	13 25		86 00	276 20	1534 26	67 41
1512 58	1189 93	10 00		12 00	250 65	1462 58	50 00
2185 34	1563 10	13 25		59 13	513 33	2148 81	36 53
2542 85	1550 00	27 00	30 00	93 29	762 96	2463 25	79 60
3665 36	2371 23	213 80		107 05	692 97	3385 05	280 31
1882 03	1370 87	40 50		42 50	292 19	1746 06	135 97
3214 35	2301 75	70 00		282 24	336 86	2990 85	223 50
2291 98	1838 40	30 00		224 52	156 15	2240 07	42 91
1001 77	815 24			39 37	10 25	864 86	136 91
2802 35	2045 00	86 05		153 00	399 32	2683 37	118 98
4889 78	3904 99	66 75		277 66	498 76	4748 16	141 62
1767 49	1150 00		226 21	25 22	246 43	1647 86	119 63
2206 52	1660 20	140 00			406 32	2206 52	
3459 75	2215 00	54 42		346 20	293 25	3382 21	77 54
2453 46	1817 92	48 00	473 34	96 11	218 51	2180 54	272 92
3673 52	2292 83	68 14		74 41	643 14	3078 52	
105571 84	70020 07	1935 81	5669 25	5096 70	14613 32	95235 15	10336 69

1896 27	501 84	57 50	1247 44	70 00	7 42	1884 20	12 07
164 49	113 71			7 85	53 07	154 63	9 86
400 00	223 00				177 00	400 00	
772 18	399 00			225 65	46 98	671 63	100 56
1192 40	780 00	64 32		25 50	118 34	988 16	204 24
1458 78	748 33			54 30	197 21	990 84	455 04
995 46	758 54	20 45		23 00	136 00	937 99	57 47
1117 25	639 14	140 00		8 75	262 77	1050 66	66 59
968 78	745 73			46 40	67 28	859 41	109 37
2372 92	1122 50	23 00	408 00	85 81	420 18	2059 49	213 43
932 59	469 00		151 63	166 86	129 74	917 23	15 86
1574 53	917 32	6 00		41 29	44 89	1009 50	565 03
1491 12	1135 90	71 25		39 63	148 56	1395 34	95 78
599 85	496 00	22 00		18 96	33 39	570 35	29 60

TABLE A.—THE COMMON SCHOOLS

RECEIPTS BY LOCAL SCHOOL AUTHORITIES

VILLAGES.	From Legislative Grants.		From Local Sources.				Balances.
	For Teachers' Salaries.	For Maps, Apparatus, Prizes and Libraries.	Municipal School Assessment.	Trustees' School Assessment.	Trustees' Rate Bill for Fees.	Clergy Reserve Fund and other sources.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fergus.....	130 50	22 10	600 00	44 00	277 75	2 00	127 15
Fort Erie.....	99 00		371 52		33 10	10 00	234 41
Hawkesbury.....	144 00	19 76	144 00	390 00	132 18		91 44
Heepeler.....	69 00	7 00	621 20				26 00
Holland Landing.....	85 00		110 00	550 00			34 48
Iroquois.....	71 00	10 00	71 00	141 00	68 69		4 33
Kemptville.....	122 00		550 00		127 75	106 80	11 28
Kincardine.....	112 00		231 06			5 00	26 48
Lanark.....	114 00	12 00	70 80	20 58	6 75		34 04
Merrickville.....	139 00		688 24	41 50		213 52	8 10
Mitchell.....	98 00		1314 90				39 61
Morrisburgh.....	199 50		98 00	726 90		3914 56	40 03
Napanee.....	110 00	17 95	300 00	13 92	349 86	60 00	108 97
Newburgh.....	118 00	5 12	284 24			242 98	
Newcastle.....	99 00	20 00	118 00	676 98	314 50	154 60	704 50
New Hamburg.....	227 50	17 51	1000 00		5 25		90 21
Newmarket.....	73 00		500 00	29 00	244 23	316 16	329 62
Oshawa.....	109 00	10 00	1254 50	116 38	113 71	211 09	
Pembroke.....	172 00	40 00	73 00	160 00	129 50	7 11	
Portsmouth.....	80 00	12 00	500 00	64 89	22 46	285 78	167 44
Preston.....	130 00	5 00	1386 97	111 25	25 50	228 30	588 38
Renfrew.....	70 00	5 00			131 27	103 75	
Smith's Falls.....	86 00		293 85		161 63		59 27
Southampton.....	319 00		70 00	467 37		27 25	239 93
Stirling.....	323 00	13 00	288 00		160 00		576 04
St. Mary's.....	86 00	30 00	1800 00		1 50	69 25	1212 64
Stratford.....	83 00	10 00	1650 00		16 00		50 30
Strathroy.....	201 50	15 07	700 00			1200 00	35 71
Streetsville.....	179 50		543 99	79 99	205 10	40 00	157 42
Thorold.....	104 00	24 00	800 00	80 00	377 03		42 04
Trenton.....	146 00		455 22	169 50			23 92
Vienna.....	83 00		372 00				272 00
Waterloo.....	104 00						1187 33
Welland.....	180 00						55 00
Wellington.....			39 21	452 87	58 23	140 40	
Yorkville.....			109 89	228 38	206 00		
Total.....	6013 00	446 10	27033 64	5779 42	3943 56	7971 71	9791 54
Grand Total, 1862.....	159120 68	8850 84	274471 84	620268 12	73850 94	112524 11	147036 88
“ 1861.....	157032 03	9145 75	278085 56	587297 16	82873 84	130375 18	136469 91
Increase.....	2088 65			32970 96			10566 97
Decrease.....		294 91	3613 72		9022 90	17851 07	

OF UPPER CANADA, 1862.—Continued.

EXPENDITURE BY LOCAL SCHOOL AUTHORITIES.

Total Receipts for all Common School purposes during '62.	For Teachers' Salaries.		For Maps, Apparatus, Prizes and Libraries, including 100 per cent.	For Sites & Building School Houses.	For Rents and Repairs of School Houses.	For School Books Stationery, Fuel, & other expenses.	Total Expenditure for all Common School purposes, during 1862.	Balances unexpended.
	\$ cts.	\$ cts.						
1203 50	744 50	69 10			68 29	109 35	991 24	212 26
753 03	457 90				4 00	108 31	570 21	182 82
947 38	652 00	39 81			116 95	103 87	912 63	34 75
823 71	544 00	28 75			65 21	65 21	664 71	159 00
779 48	650 00				45 50	62 21	757 71	21 77
346 02	300 00	20 00			1 05	20 00	341 05	24 97
817 83	650 01				38 00	30 39	718 40	199 43
374 54	214 58		100 00		20 45	39 39	374 42	0 12
132 17	132 17						132 17	
1077 36	782 41	24 00		191 11	60 00	69 84	1077 36	
1493 51	1055 43			247 00		158 87	1461 30	32 21
4877 49	568 00		3914 56		118 69		4601 25	276 24
1032 25	715 92	5 00			5 53	210 49	936 94	95 31
655 12	511 62	35 90			23 45	79 15	655 12	
1387 18	1177 31	36 87		100 00	15 49	54 60	1387 18	
1328 78	958 00	46 00		294 02	13 37	69 53	1380 92	447 83
1355 10	973 93	16 36			33 99	219 69	1248 97	86 18
2270 31	1502 04	171 67		204 06	200 63	191 86	2270 31	
442 61	338 01			85 18	1 00	13 20	437 37	5 24
1159 57	777 52	26 78			13 47	192 39	1010 16	149 41
2532 40	1525 00	142 46			105 56	148 30	1921 32	611 08
327 02	211 27	24 00			12 50	79 25	327 02	
649 75	544 00	10 00				76 73	630 73	19 02
879 55	471 28	10 00			191 50	202 35	875 13	4 42
534 00	472 00					52 00	534 00	
2765 79	1901 85	6 00			55 10	65 30	2028 25	737 54
3214 64	1440 00	48 75			97 10	430 84	2016 69	1197 95
2066 30	555 00	60 00	1085 25		62 83	202 95	1986 03	100 27
997 79	923 37	20 00				39 69	983 06	14 73
1615 95	1152 58					122 63	1275 21	340 74
861 33	774 82	30 14			11 75	40 10	856 81	4 52
771 92	661 00					91 70	752 70	19 22
1357 35	990 00	48 00			7 12	83 28	1128 40	228 93
828 71	734 50				89 21	55 00	828 71	
544 27	484 07				45 00	15 20	544 27	
1241 69	716 61	33 96			89 07	191 62	1031 26	210 43
60978 97	36262 71	1358 07		8028 23	2350 31	5528 12	53527 44	7451 54
1396123 41	959776 31	22316 62		114719 63	37960 89	97219 65	1231993 10	164130 31
1381279 43	918112 80	20804 93		113365 32	36462 82	102672 01	1191417 88	189861 55
14843 98	41663 51	1511 69		1354 31	1498 07		40575 22	
						5452 36		25731 24

TABLE B.—THE COMMON SCHOOLS OF UPPER CANADA, 1862.

PUPILS ATTENDING THE COMMON SCHOOLS.

No.	COUNTIES.	School population between 5 and 16 years of age.	Pupils between 5 and 16 years of age.	Pupils of other ages.	Total No. of pupils of all ages attending school.	Boys.	Girls.	Indigent pupils.	No. of Children attending School.						Less than 20 days during the year.	20 to 50 days.	50 to 100 days.	100 to 150 days.	150 to 200 days.	200 to 244 days.	Number of children whose attendance is not reported.	No. of children not attending any school whatever.	Average attendance of pupils.
									Less than 20 days during the year.	20 to 50 days.	50 to 100 days.	100 to 150 days.	150 to 200 days.	200 to 244 days.									
1	Glenagarty	5156	4072	160	4232	2251	1981	141	225	683	1048	970	937	549	549	2937							
2	Stormont	4639	4038	263	4301	2227	2074	28	586	914	1007	887	552	380	1587								
3	Dundas	5305	4338	243	4581	2342	2239	99	492	787	1095	903	744	549	1018								
4	Prescott	4598	2983	120	3103	1523	1580	20	309	585	781	702	420	302	1692								
5	Russell	1950	1356	29	1385	721	664	63	147	168	278	276	186	162	561								
6	Carleton	8705	6230	274	6504	3497	3007	717	717	1238	1909	1076	878	528	2517								
7	Greenville	5988	4893	248	5141	2746	2395	37	548	967	1295	1051	854	431	2164								
8	Leeds	9241	7741	600	8401	4446	3955	120	911	1640	2131	1690	1249	645	2934								
9	Lennox	8069	6574	304	6878	3692	3186	38	547	1425	1774	1350	1017	622	2655								
10	Renfrew	6441	4322	171	4493	2327	2166	20	544	947	1097	772	684	415	1512								
11	Frontenac	7015	5668	288	5956	3124	2832	73	700	1176	1451	1228	883	508	2610								
12	Addington	4497	3938	186	4122	2243	1879	71	368	741	1183	937	630	237	1597								
13	Lennox	2038	1806	130	1936	1029	907	48	224	454	549	396	242	71	727								
14	Prince Edward	5224	4559	547	5106	2780	2326	133	537	954	1388	1069	814	344	1910								
15	Hastings	10601	8568	585	9151	4771	4380	63	1038	2031	2438	1715	1249	680	3187								
16	Northumberland	10189	8324	587	8911	4780	4131	93	942	1881	2579	1967	980	562	3172								
17	Durham	9010	7655	452	8105	4414	3691	115	951	1809	1993	1633	995	724	2955								
18	Peterborough	5434	4465	218	4683	2612	2071	56	488	960	1168	919	717	382	1698								
19	Victoria	6239	5052	291	5343	2910	2433	51	757	1136	1198	1027	609	343	1816								
20	Ontario	10711	9537	768	10305	5610	4695	123	1216	1992	2603	2130	1409	945	3387								
21	York	15639	12617	927	13544	7383	5901	201	1498	2836	3569	2677	1915	1042	4995								
22	Peel	7115	6053	529	6582	3670	2912	148	668	1423	1779	1368	901	443	2469								
23	Simcoe	13076	10126	579	10705	5522	4883	55	1378	2157	2699	1941	1435	705	3429								
24	Halton	4368	3368	338	4706	2590	2116	178	532	833	1959	921	687	381	1806								
25	Wentworth	7572	5910	408	6318	3458	2860	108	593	1089	1837	1284	1018	650	2466								
26	Brant	5532	4562	330	4892	2657	2285	108	417	918	1213	994	749	435	1806								
27	Lincoln	4990	4373	451	4824	2672	2152	113	620	953	1362	1035	644	201	2121								
28	Walden	4504	4556	433	4989	2826	2163	82	593	1153	1491	914	617	218	1864								
29	Haldimand	6308	5556	344	5900	3180	2720	23	642	1080	1431	1342	974	406	2164								
30	Norfolk	7850	6726	786	7472	3964	3508	147	1115	1818	1981	1391	675	348	2429								
31	Oxford	11881	9656	888	10544	5814	4408	117	1148	1963	2602	2168	1573	916	4171								
32	Waterloo	8330	7508	311	7819	4408	3411	118	728	1403	2136	1446	1026	616	3107								
33	Wellington	19256	10672	623	11295	6306	4980	108	1391	2356	3129	2123	1479	726	3847								

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the Different Branches of Instruction.

No.	Reading.					Arithmetic.	Grammar.	General Geography.	Canadian Geography.	History.	Writing.	Book-keeping.	Measurement.	Algebra.	Geometry.	Natural Philosophy.	Vocal Music.	Linear Drawing.	Number of Girls Learning needlework.	Other studies.
	1st class. (lowest.)	2d class.	3d class.	4th class.	5th class.															
1	827	683	894	899	1033	2137	1429	1225	210	478	2481	51	59	74	40	264	112	7	14	117
2	899	668	794	920	984	2085	871	701	95	290	2107	25	18	17	8	38	54	7	14	117
3	777	817	865	809	765	2024	815	889	181	183	2090	81	18	71	13	51	15	16	43	42
4	603	416	413	356	390	1040	486	326	106	180	1061	45	30	29	9	43	224	16	17	23
5	335	276	231	188	201	513	209	254	49	143	556	31	7	13	6	13	61	17	10	27
6	1621	1104	1218	1333	1330	3102	1451	1296	589	609	3129	187	67	75	71	140	71	7	10	27
7	910	898	1101	1094	1166	2576	854	1021	182	322	2735	33	23	93	32	82	15	9	34	117
8	1349	1481	1707	1754	1836	4346	1823	1466	266	406	4213	97	34	108	41	90	78	4	34	117
9	1341	1213	1452	1319	1365	3399	1334	1491	309	544	3579	80	21	24	30	145	355	12	14	18
10	923	937	1015	836	799	1999	884	909	241	175	2190	30	11	22	13	25	897	6	14	52
11	1231	1143	1233	1032	1083	2916	1108	1050	332	485	2868	102	24	61	31	183	69	6	42	64
12	683	731	754	689	972	2922	800	1097	202	564	2204	110	26	59	25	74	198	10	22	98
13	205	331	359	409	455	1055	401	556	142	353	1086	70	13	37	12	56	95	10	10	24
14	780	890	1040	1073	1317	3165	1434	2135	787	977	3016	150	39	142	56	206	200	35	114	248
15	1989	1808	1926	1537	1541	4509	1923	2579	725	1195	4371	169	93	132	48	177	720	14	77	77
16	1782	2258	2292	1620	959	5374	2675	3310	575	562	4839	130	24	141	26	90	399	1	72	205
17	1300	1244	1675	1730	1484	4798	1808	2518	1126	1208	4775	105	71	173	68	162	554	3	229	36
18	795	929	1012	943	821	2646	1167	1424	618	535	2644	70	38	41	16	89	198	30	20	20
19	1074	1026	1190	996	799	2537	958	1274	580	485	2478	19	8	66	30	85	94	7	6	6
20	1906	1313	2133	1734	2268	5787	2548	3713	1595	1799	5965	263	147	302	160	482	1092	11	50	268
21	2461	2653	2745	2372	2747	8382	4349	5822	2807	2307	8261	445	204	424	288	728	1091	146	245	688
22	1206	1255	1391	1281	1365	3830	1937	2434	998	972	3859	168	108	130	67	167	736	43	1	79
23	2255	2124	2517	1394	1491	5636	2708	3234	1080	1015	5845	114	98	99	66	194	361	42	81	166
24	662	757	883	940	1009	2943	1594	1960	607	699	1894	151	04	195	129	259	507	61	27	117
25	1029	1032	1169	1202	1287	3526	1580	1975	508	653	3652	126	55	125	46	221	1035	60	68	296
26	854	844	984	933	1125	3075	1527	1907	866	753	3016	151	80	170	67	257	1101	65	83	180
27	853	883	923	770	1046	2418	1120	1645	289	479	2398	115	22	110	41	194	215	69	19	70
28	863	960	940	890	1107	2880	1292	1694	544	634	2902	156	42	167	34	142	466	14	19	52
29	1048	1097	1247	1110	990	3942	1283	1083	380	463	3020	74	30	94	26	81	318	4	18	41
30	1486	1257	1506	1181	1530	3812	1533	2202	553	869	3800	194	19	106	58	219	687	19	2	41
31	1813	1842	2006	2003	2343	6305	2901	4106	1641	1769	5738	339	130	303	123	534	1110	235	38	335
32	2020	1704	1717	2013	1107	4329	1766	2476	1027	851	4394	156	44	111	100	168	1840	200	100	312
33	2102	2236	2346	2053	1757	5400	2503	3540	1329	1195	5489	136	127	129	94	300	621	94	8	202

TABLE B.—THE COMMON SCHOOLS OF UPPER CANADA, 1862—(Continued.)

PUPILS ATTENDING THE COMMON SCHOOLS.

No.	COUNTIES.—Con.	School population between 5 and 16 years of age.	Pupils between 5 and 16 years of age.	Pupils of other ages.	Total No. of pupils of all ages attending school.	Boys.	Girls.	Indigent pupils.	Number of Pupils attending School.						Number of children whose attendance is not reported.	Number of children not attending any school whatever.	Average attendance of pupils.
									Less than 20 days during the year.	20 to 50 days.	50 to 100 days.	100 to 150 days.	150 to 200 days.	200 to 244 days.			
34	Groy.....	12325	9731	398	10129	5438	4691	29	1469	2476	2689	1732	1072	459	282	1616	3035
35	Perth.....	10029	8693	390	8693	4713	3980	10	997	1814	2277	1659	1124	485	337	1210	3676
36	Huron.....	12861	10476	474	10950	5865	5085	15	1191	2368	2699	7192	1591	899	10	2218	4057
37	Bruce.....	8063	6557	229	6556	3549	3037	20	825	1551	1149	782	338	320	1077	1929	5505
38	Middlesex.....	16280	13934	921	14855	8143	6712	90	1376	2979	4034	2972	2261	1031	202	1496	2768
39	Elgin.....	8107	7025	758	7783	4553	3430	138	807	1744	1984	1555	1172	530	11	899	2069
40	Kent.....	7554	5851	406	6257	3326	2931	37	768	1402	1702	1142	816	422	.....	1689	2069
41	Lambton.....	7120	6000	425	6425	3414	3011	21	1681	1341	1681	1298	904	316	80	928	2317
42	Essex.....	5706	4249	227	4476	2328	2148	17	376	940	1078	975	595	348	164	823	1523
43	Bruce Minos.....	81	81	5	86	63	23	7	.....	16	11	24	18	17	.....	.....	48
	Total.....	331304	276815	17652	283467	156187	132280	3439	32131	59101	74534	56975	39896	21386	4442	39942	107154
<b>CITIES.</b>																	
44	Toronto.....	12000	7035	23	7058	3624	3434	.....	660	1132	2077	1349	1178	662	.....	.....	3008
45	Hamilton.....	4850	3927	27	3954	2083	1871	136	300	570	913	789	942	438	2	.....	2020
46	Kingston.....	3600	2877	19	2896	1559	1337	480	188	292	463	580	637	718	18	432	1464
47	London.....	3334	3019	54	3073	1646	1427	.....	140	325	639	592	511	906	.....	.....	1464
48	Ottawa.....	3900	3361	41	3405	1635	1770	.....	469	700	648	618	523	447	.....	.....	1362
	Total.....	27684	20222	164	20386	10547	9839	616	1737	3019	4640	3928	3791	3231	20	432	9327
<b>TOWNS.</b>																	
49	Amherstburgh.....	652	371	17	388	268	120	.....	38	57	79	76	87	51	.....	189	164
50	Barrie.....	500	427	.....	427	207	220	10	24	70	173	58	76	26	.....	12	178
51	Belleisle.....	1610	1214	.....	1214	640	574	.....	113	195	251	227	179	.....	.....	.....	838
52	Berlin.....	640	613	14	627	325	302	2	34	64	92	84	123	230	.....	21	303
53	Baymanville.....	500	274	10	284	115	169	21	19	23	54	53	65	76	.....	60	176

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the Different Branches of Instruction.

No.	Reading.				Arithmetic.	Grammar.	General Geography.	Canadian Geography.	History.	Writing.	Book-keeping.	Mensuration.	Algebra.	Geometry.	Natural Philosophy.	Vocal Music.	Linear Drawing.	Number of girls learning needlework.	Other studies.	
	1st class. (lowest).	2d class.	3d class.	4th class.																5th class.
34	2206	2170	2295	1788	1289	4858	2208	2566	1183	629	4804	80	25	65	33	84	582	165	10	
35	1784	1668	1873	1355	1281	3996	1883	2404	778	1024	4225	66	45	106	72	119	397	9	100	
36	2245	2282	2511	2057	1594	5708	2339	4017	892	859	5632	184	86	136	83	222	972	142	225	
37	1591	1421	1832	1132	647	3352	1338	2025	677	390	3014	30	14	41	21	83	330	36	301	
38	2584	2949	2890	2586	3442	8195	3905	6040	1878	1748	7920	273	239	336	209	521	1458	227	29	
39	1327	1359	1383	965	1242	4336	2238	3292	1217	1268	4071	244	114	286	128	285	264	27	74	
40	1114	1172	1233	865	1242	3241	1540	2843	1616	781	3213	104	39	79	49	146	405	73	91	
41	1326	1166	1307	1121	1283	3236	1476	1966	962	734	3169	72	27	59	41	229	444	74	78	
42	905	758	826	794	567	1829	778	1137	293	258	2154	26	7	19	21	28	6	8	41	
43	23	18	19	13	14	20	14	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
44	55277	53779	59397	51867	53893	153481	68447	90207	31081	32063	150858	5237	2423	5039	2551	7673	21077	1972	1621	4906
44	1383	1157	1095	726	538	4029	2781	4765	7863	2085	3375	108	119	144	194	144	1219	212	1544	2164
45	897	1372	727	509	163	3665	1508	3145	2313	796	3487	93	77	90	84	120	1570	287	717	3353
46	611	616	549	422	422	1675	1203	1478	1318	485	1747	129	111	234	90	253	1057	221	665	145
47	920	1242	336	269	306	2327	1841	2999	958	585	2256	79	38	200	53	78	2736	290	846	182
48	922	830	643	372	507	1649	1214	946	829	739	1511	51	76	69	53	31	341	280	287	5
4733	5417	3350	2313	1936	13945	8547	13333	7261	4690	12406	460	421	827	460	626	6923	980	3559	6779	.....
49	94	79	78	83	54	275	108	253	200	39	179	31	27	24	26	39	.....	.....	.....	.....
50	113	76	69	96	73	188	160	180	147	87	217	9	5	5	14	45	31	.....	40	24
51	327	244	228	190	225	894	588	725	597	234	852	18	6	8	6	174	.....	.....	144	6
52	140	206	100	59	57	442	224	554	176	143	456	6	15	25	16	132	.....	.....	524	216
53	30	43	60	105	50	258	238	258	200	80	258	6	.....	6	.....	.....	.....	.....	158	30

TABLE B.—THE COMMON SCHOOLS OF UPPER CANADA, 1862—(Continued.)

PUPILS ATTENDING THE COMMON SCHOOLS.

TOWNS.—Cont'd.	School population between 5 and 16 years of age.	Pupils between 5 and 16 years of age.	Pupils of other ages.	Total No. of pupils of all ages attending school.	Boys.	Girls.	Indigent pupils.	No. of Children Attending School.						Number of children whose attendance is not reported.	No. of children not attending any school whatever.	Average attendance of pupils.
								Less than 20 days during the year.	20 to 50 days.	50 to 100 days.	100 to 150 days.	150 to 200 days.	200 to 244 days.			
54 Brantford .....	2000	1602	40	1642	875	767	.....	134	236	304	379	337	160	2	170	845
55 Brockville .....	1141	941	36	977	466	511	.....	103	130	201	185	176	172	.....	.....	476
56 Chatham .....	1100	807	23	830	457	373	00	85	133	205	200	108	99	.....	.....	263
57 Clifton .....	275	265	9	274	133	121	40	32	42	74	39	42	114	16	.....	381
58 Cobourg .....	1100	773	14	787	508	279	147	37	92	141	163	181	173	.....	.....	145
59 Collingwood .....	655	352	11	363	225	168	.....	40	80	97	70	50	66	.....	.....	180
60 Cornwall .....	600	333	34	367	223	194	.....	41	72	105	86	96	10	7	.....	235
61 Dundas .....	700	526	10	536	287	249	67	30	96	151	135	81	37	.....	.....	442
62 Galt .....	335	635	25	660	334	326	.....	40	46	90	115	120	249	.....	.....	337
63 Goderich .....	800	738	4	742	375	364	.....	66	115	193	134	148	83	.....	.....	179
64 Guelph .....	1129	1043	30	1073	601	472	38	106	249	315	207	166	29	3	.....	427
65 Ingersoll .....	630	354	16	370	192	178	40	59	81	109	76	44	4	.....	.....	138
66 Lindsay .....	693	515	.....	515	292	223	.....	56	82	129	118	82	25	20	73	111
67 Milton .....	340	235	10	245	135	110	40	10	15	40	65	77	38	.....	50	118
68 Niagara .....	877	342	15	357	182	175	.....	25	41	83	71	53	12	72	.....	191
69 Oakville .....	375	375	17	392	172	220	.....	29	77	100	101	72	10	3	.....	208
70 Owen Sound .....	618	390	4	394	203	191	.....	38	89	166	156	108	16	.....	.....	274
71 Paris .....	570	573	3	573	317	256	.....	16	29	90	80	227	96	.....	.....	302
72 Perth .....	700	528	10	538	260	275	.....	16	29	90	80	227	96	.....	.....	471
73 Peterborough .....	900	719	50	769	424	345	59	51	110	138	121	154	190	15	.....	184
74 Picton .....	480	410	5	415	245	169	8	.....	.....	.....	.....	.....	.....	415	.....	429
75 Port Hope .....	1100	740	86	826	459	367	67	87	56	127	119	199	233	.....	.....	171
76 Prescott .....	600	364	7	371	200	171	36	26	66	107	78	72	22	.....	.....	185
77 Sandwich .....	320	230	2	232	136	96	.....	31	39	51	48	74	9	.....	66	155
78 Sarnia .....	478	398	10	408	205	202	42	57	63	166	58	36	28	.....	70	185
79 St. Catharines .....	1555	1408	20	1428	737	691	.....	151	228	334	333	214	118	.....	66	739
80 St. Thomas .....	440	339	32	371	179	192	43	11	48	106	80	79	47	.....	80	184
81 Simcoe .....	432	432	28	460	259	201	.....	37	84	134	76	68	61	.....	.....	239
82 Whitty .....	764	678	25	703	369	334	.....	16	77	125	157	139	189	.....	.....	425
83 Windsor .....	918	645	.....	645	368	277	.....	39	145	209	200	84	48	.....	.....	236
84 Woodstock .....	925	761	31	792	465	327	36	66	153	209	137	158	89	.....	120	362
Total .....	27833	21447	648	22095	11883	10212	756	1754	3220	5073	4444	4125	2941	637	1283	10855

Number in the Different Branches of Instruction.

No.	Reading.					Arithmetic.	Grammar.	General Geography.	Canadian Geography.	History.	Writing.	Book-keeping.	Mensuration.	Algebra.	Geometry.	Natural Philosophy.	Vocal Music.	Linear Drawing.	Number of Girls learning needlework.	Other studies.
	1st class (lowest).	2d class.	3d class.	4th class.	5th class.															
54	457	352	250	200	140	166	1485	1485	221	831	1435	100	88	213	88	88	1362	88	300	
55	276	220	167	190	124	606	441	745	411	121	606	74	111	110	10	78	75	43	111	
56	166	163	196	154	131	478	318	480	332	133	538	28	29	29	1	28	40	43	49	
57	63	77	63	55	174	154	129	144	35	174	10	5	5	15	1	1	40	27	12	
58	110	189	206	172	130	527	277	456	238	145	525	34	4	16	7	97	32	16	26	
59	84	147	32	61	84	234	145	120	44	39	285	6		20	4	33		43		
60	78	80	66	110	83	417	334	264		112	339	6		15	16	20				
61	122	141	80	80	113	441	352	500	80	88	400	13	13	9	7	47	203	48	328	1
62	160	144	136	120	100	600	360	500	600	100	400	50	50	30	12	50	742	87	60	
63	244	103	180	107	87	498	295	395	395	87	395	20		30	20	87	742	87		
64	193	281	222	212	39	825	487	364	43	176	717	15	11	10	13	43	19	13	203	19
65	92	71	109	80	56	282	134	181	12	95	292			10	13	43				
66	68	119	106	108	14	295	107	97	6	195	268			7	4	70	3			25
67	26	36	20	40	45	144	80	90		25	144	10	30			30				
68	64	53	76	47	45	241	204	188	20	65	219	13	12	12		45	285	28		
69	36	67	93	50	20	243	135	149	30	20	241	2				20	80	85	20	
70	126	86	101	79		240	220	220	220	79	200					20	80		394	
71	197	132	108	118	18	543	286	543	161	134	286					40	9		81	
72	100	154	87	86	27	401	204	381	296	104	304	1				40	430	52	20	14
73	205	178	234	163	128	571	204	457	300	271	537	27	12	73	32	132	341	51	84	30
74	40	110	110	87	46	265	257	191	185	34	255					4	10			
75	157	227	154	142	125	581	385	595	353	290	545	40	65	100	30	100	30		60	
76	25	95	90	32	129	308	134	139	54	51	310	26	11	8	5	150	150			
77	53	63	71	47	47	169	94	87	5	41	168	10	2	16	1		7			
78	80	184	74	98	58	342	292	292	292	58	292	14	2	16	2					
79	489	376	253	462	144	852	436	556	111	150	911	81	14	24	15	32	258	21	62	232
80	45	82	80	76	88	326	238	326	326	203	272	34	25	73	32	88				
81	88	70	90	75	137	460	302	302	75	212	302	17	15	40	25	137	460	17	179	137
82	158	188	122	141	145	504	187	213	12	102	512	18	14	26	33	60	372	378	168	6
83	165	125	154	89	112	260	227	225	104	132	318	7	7		6	50	100		72	
84	148	186	175	147	159	576	325	489	338	169	581	61	78	43	13	44	479	16	90	45
	5036	5047	4449	3870	3047	14709	10208	13152	6625	4655	14798	725	566	992	447	1837	6231	1363	1730	1626

TABLE B.—THE COMMON SCHOOLS OF UPPER CANADA, 1862.—(Continued.)

PUPILS ATTENDING THE COMMON SCHOOLS.

No.	VILLAGES.	School population between 5 and 16 years of age.	Pupils between 5 and 16 years of age.	Pupils of other ages	Total No. of pupils of all ages attending School.	Boys.	Girls.	Indigent pupils.	No. of Children attending School.						Number of children whose attendance is not reported.	No. of children not attending any school whatever.	Average attendance of pupils.	
									Less than 20 days during the year.	20 to 50 days.	50 to 100 days.	100 to 150 days.	150 to 200 days.	200 to 244 days.				
85	Arnprior.....	300	204	1	205	109	96	8	21	23	15	37	54	55	.....	.....	103	103
86	Ashburnham.....	264	93	2	95	55	40	.....	5	18	23	24	14	11	.....	.....	.....	55
87	Bath.....	180	76	2	78	51	27	.....	9	17	17	14	12	9	.....	.....	.....	32
88	Bradford.....	261	130	17	147	91	53	14	20	30	45	21	21	10	.....	.....	.....	58
89	Brampton.....	500	351	5	356	167	189	.....	25	39	64	101	93	14	.....	.....	.....	182
90	Brighton.....	353	292	10	302	166	134	.....	25	67	88	78	29	15	.....	.....	.....	108
91	Caladonia.....	270	233	4	237	128	111	25	36	75	57	44	18	7	.....	.....	.....	68
92	Cayuga.....	180	160	1	161	71	90	.....	4	25	32	47	44	8	.....	.....	.....	85
93	Chippewa.....	312	302	.....	302	165	137	.....	16	24	56	66	92	85	.....	.....	.....	160
94	Clinton.....	335	291	9	300	153	147	2	29	61	78	54	75	3	.....	.....	.....	120
95	Colborne.....	210	198	.....	198	108	90	.....	35	22	53	50	36	.....	.....	.....	.....	79
96	Dunnville.....	400	300	53	353	201	152	.....	63	40	68	72	60	50	.....	.....	.....	154
97	Elora.....	306	306	6	312	145	167	2	20	40	115	71	43	10	.....	.....	.....	165
98	Emburo.....	163	179	5	184	98	86	.....	14	22	30	47	36	35	.....	.....	.....	92
99	Fergus.....	244	274	6	280	104	176	8	27	45	61	73	42	32	.....	.....	.....	125
100	Fort Erie.....	300	104	13	117	65	52	6	6	10	8	10	8	15	.....	.....	.....	57
101	Hawkesbury.....	300	212	3	215	116	99	12	14	34	73	50	30	14	.....	.....	.....	93
102	Hespeler.....	220	204	4	208	121	87	2	21	27	38	45	49	28	.....	.....	.....	122
103	Holland Landing.....	215	205	45	250	137	113	.....	32	61	65	47	44	1	.....	.....	.....	89
104	Iroquoia.....	150	102	4	106	63	43	9	1	13	20	42	16	14	.....	.....	.....	52
105	Kemptville.....	400	256	5	261	131	130	14	3	45	70	79	53	11	.....	.....	.....	85
106	Kincardine.....	310	257	10	267	136	131	.....	6	7	131	16	12	10	.....	.....	.....	109
107	Lanark.....	175	99	.....	99	55	44	12	.....	12	35	18	17	17	.....	.....	.....	56
108	Merrickville.....	264	264	18	282	155	127	.....	45	61	61	34	51	22	.....	.....	.....	118
109	Mitchell.....	430	430	3	433	207	226	.....	18	48	112	145	94	16	.....	.....	.....	134
110	Morrisburgh.....	262	170	5	175	87	88	.....	14	18	28	30	64	23	.....	.....	.....	99
111	Napanee.....	422	275	23	298	146	152	.....	36	58	81	50	52	21	.....	.....	.....	114
112	Newburgh.....	246	204	11	215	118	97	.....	7	18	49	40	71	30	.....	.....	.....	118
113	Newsale.....	265	169	4	173	101	72	1	4	13	45	65	41	5	.....	.....	.....	76
114	New Hamburg.....	282	277	6	283	163	120	.....	30	40	60	67	64	22	.....	.....	.....	127
115	Newmarket.....	396	266	38	304	179	125	.....	31	60	83	40	53	20	.....	.....	.....	118
116	Oshawa.....	491	491	14	505	257	248	.....	13	40	84	93	109	166	.....	.....	.....	256
117	Pembroke.....	200	85	15	100	60	40	10	.....	12	12	15	25	35	.....	.....	.....	44
118	Portsmouth.....	300	253	6	259	135	124	.....	20	53	41	45	55	45	.....	.....	.....	127
119	Preston.....	485	376	.....	376	202	174	.....	20	21	69	64	86	116	.....	.....	.....	258









TABLE E.—THE ROMAN CATHOLIC

MUNICIPALITIES.	No. of Separate Schools.	RECEIPTS.				EXPENDITURE.				PUPILS AND TIME.	
		Amt of the Legislative Grant paid, including amount for previous years paid in 1862.	Legislative appropriation for maps, apparatus, prizes and libraries.	Amount raised from School Rate on supporters.	Amount subscribed by supporters, and other sources.	Total amount received.	Amount paid to teachers.	Amount paid for maps, apparatus, prizes and libraries.	Amount paid for other purposes.	No. of pupils.	No. of months open.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.			
Arthur, No. 1	1	54 50		154 00	238 50	154 00		54 50	112	12	
"	2	44 50		113 00	158 27	142 00		16 27	110	7	
"	3	30 50		96 35	126 85	9 09		118 76	63	11	
Bedford,	2	37 00		30 00	67 00	47 00		20 00	45	9	
Camden East,	15	17 50		92 94	116 69	92 94		23 75	57	12	
Charlottenburgh	16	36 50		15 00	57 50	24 00		33 50	40	9	
Culross,	3	11 33		30 00	41 33	30 00		11 33	23	9	
Dalhousie,	7	8 00		26 50	50 50	46 25		4 25	29	...	
Edwardsburgh,	1	25 00		59 36	102 86	83 00		19 86	69	10	
Ellice,	7	21 50		146 00	167 50	144 00		23 50	77	12	
Etobicoke,	6	14 00		30 00	77 25	77 25			26	8	
Fitzroy,	8	8 00		84 25	92 25	76 38		15 87	41	7	
Flamboro' East,	6	28 50		10 60	39 10	39 10			42	12	
Grattan,	3	21 25		79 92	110 42	80 00		30 42	27	6	
Greenock,	1	29 50		131 00	162 50	117 00		45 50	45	9	
Grantham,	7	57 50		57 17	195 67	128 13		67 54	85	11	
Harwich,	13	*11 76			11 76	11 76					
Hallowell,	12	39 00		78 00	203 00	58 00		145 00	50	12	
Hawkesbury E.,	2	46 00		74 00	120 00	40 00		80 00	70	12	
"	4	28 00		88 00	116 00	116 00			42	10	
"	7	33 50		60 59	145 75	77 75		68 00	76	12	
"	3	28 00		11 00	39 00	39 00			54	9	
Holland,	2	*21 00			21 00	21 00			46	12	
Hullett,	2	21 50		39 78	63 50	55 75		7 75	53	...	
Hungerford,	8	14 00		45 00	89 00	89 00					
Kingston,	11	13 50		85 25	98 75	80 00		18 75	27	7	
Laicester,	7	16 74		24 25	74 99	50 00		24 99	30	6	
Lochiel,	10	68 50		37 29	451 11	348 00		103 11	144	...	
Maidstone,	3	30 00		32 50	62 50	50 00		12 50	47	6	
Marlboro'	5	*5 20			5 20	5 20					
Nepean,	13	*21 00			21 00	21 00					
Nichol,	1	27 50		11 50	39 00	11 50		27 50	60	12	
Normanby,	2	46 50		100 71	152 10	128 80	1 50	21 80	103	12	
"	10	25 50		60 06	90 50	76 00		14 50	47	7	
Oneida,	6	34 50		88 35	364 97	360 00		4 97	83	12	
Orillia,	1	47 00			47 00	47 00					
Otonabee,	10	27 50			27 50	27 50			67	12	
Percy,	5	24 00		108 00	132 00	108 00		24 00	54	11	
Pilkington,	2	*8 50			8 50	8 50					
"	7	32 00		151 50	183 50	180 00		3 50	81	12	
Pittsburgh,	8	*21 00			21 00	21 00					
"	8	*13 00			13 00	13 00					
Plantagenet N.,	9	25 40		16 24	41 64	29 55		12 09	58	12	
Ralcoigh,	6	14 19		148 07	170 81	90 00		80 81	57	12	
"	6	64 50		90 98	161 83	115 50		46 33	44	12	
Sandwich,	8	12 50			12 50	12 50					
"	9	28 00		40 50	68 50	56 00		12 50	38	10	
Sheffield,	5	14 95			14 95	14 95					
Stephen,	5	24 00		49 55	73 55	59 55		14 00	59	8	
Thurlow,	20	42 56		36 57	113 59	45 82		67 77	95	12	
Vaughan,	20	6 50		52 00	72 00	62 00		10 00	26	9	
Toronto Gore,	6	15 00		89 00	104 00	104 00			32	6	
Vespra,	7	15 00	6 25	59 92	97 17	84 00	12 81	0 56	33	6	
Wellesley,	10	31 50		163 06	194 56	194 56			79	8	
"	9	14 50		40 00	95 50	95 50			35	6	

\* No Report.

SEPARATE SCHOOLS OF UPPER CANADA, 1862.

TEACHERS.	RELIGIOUS EXERCISES		NUMBER OF PUPILS IN THE DIFFERENT BRANCHES OF EDUCATION.										MAPS, APPARATUS, &c.		When first established.				
	No. of Teachers.	Religious Orders.	No. of schools opened & closed with prayer.	No. of schools using the Bible.	No. of pupils learning Reading.	Writing.	Arithmetic.	Grammar.	Geography.	History.	Book-keeping.	Algebra.	Geometry.	Natural Philosophy.		Music.	No. of maps.	No. of schools using apparatus.	Blackboards.
Male.	Female.	Male.	Female.																
1	1			1	112	61	44	5	2	2	1		6	6				1	1853
1	1			1	110	50	43	12	3				5	15					1854
1	1			1	63	54	54	8											1860
1	1			1	45	40	30	10											1860
1	1			1	57	40	30	7	20	30									1852
1	1			1	40	13	21	7	2							6	1		1854
1	1			1	23	15	9	1											1861
1	1			1	12	9	5												1860
1	1			1	69	24	32	7	11	6									1854
1	1			1	77	29	15	3	5							6	1	1	1856
1	1			1	26	10	10	7	13	5						5	1	1	1849
1	1			1	24	21	7	7	4	16	4					1	1	1	1854
1	1			1	38	30	26	12	24					10					1850
1	1			1	27	4	4												1860
1	1			1	44	14	20	7	13	5									1858
1	1			1	85	41	41	12	11	5	5								1857
1	1			1	50	14	12	10	10	6						1	1	1	1855
1	1			1	60	20	14	16	11	6						4	1	1	1856
1	1			1	42	15	7	4											1853
1	1			1	78	34	50	32	12							2	1	1	1853
1	1			1	54	35	22	13	4										1860
1	1			1	30	46	25												1860
1	1			1	18	20	5	4											1860
1	1			1	27	16	14	4											1856
1	1			1	28	15	20	12	1										1856
2	1			1	183	120	114	94	120	39		1	1	22	30	6	1	1	1854
1	1			1	47	15	20			8									1858
1	1			1	60	32	35	15	12	10									1856
1	1			1	103	75	48	3	5							6	1	1	1853
1	1			1	45	26	22												1859
1	1			1	83	62	32	44	72	10	7	2	2			5	1	1	1854
1	1			1	67	62	52	47	52										1856
1	1			1	54	27	26	10	8										1860
1	1			1	72	50	30	5	30	6									1860
1	1			1	58	14	21	4	7										1858
1	1			1	38	24	20	10	21	16									1856
1	1			1	44	29	14	5	4	6						1	1	1	1856
1	1			1	38	12	10	4	5	4									1859
1	1			1	59	11	11	7											1858
1	1			1	95	84	75	75	75	2									1850
1	1			1	26	10	13	5	5							3	1	1	1861
1	1			1	32	26	21	4	20										1858
1	1			1	37	26	21	4	26							4	1	1	1854
1	1			1	79	56	30	12	12							6	1	1	1850
1	1			1	33	21	20	10	9	2						1	1	1	1846

TABLE E.—THE ROMAN CATHOLIC SEPARATE

MUNICIPALITIES.	No. of Separate Schools.	RECEIPTS.					EXPENDITURE.			PUPILS AND TIME.	
		Am't of the Legislative Grant paid, including amount for previous years paid in 1862.		Amount raised from School Rate on supporters.	Amount subscribed by supporters and other sources.	Total amount received.	Amount paid to teachers.	Amount paid for maps, apparatus, prizes, and libraries.	Amount paid for other purposes.	No. of pupils.	No. of months open.
		\$ cts.	\$ cts.								
Williams, West	11	28 00		85 00	20 00	133 00	28 00		105 00	71	8
Wilmet.	15	65 50		156 64	127 57	349 71	307 00	1 10	41 61	66	12
"	1	18 00		111 20	1 00	130 20	109 00	5 50	15 70	48	7
Windham.	8	17 50		28 90		46 40	40 40		6 00	59	6
Wolfe Island.	1	32 50		187 87	76 61	296 98	240 03		56 95	108	11
"	11	14 00		4 01	3 05	21 06	21 06			59	12
Wolford.	20	3 00				8 00	8 00				
York.	1	28 50			125 50	154 00	145 00		9 00	75	12
"	21	25 50		48 00	75 00	148 50	116 43		32 07	83	12
"	22	44 50		97 00	22 50	164 00	130 00		34 00	109	12
Total.....	65	1740 68	6 25	3476 63	1824 71	7048 27	5441 75	20 71	1585 81	3250	9
CITIES.											
Toronto	7	1609 50		1535 95	954 84	4109 29	3333 76		766 53	2164	12
Hamilton	1	382 50		429 31	1257 76	2069 57	1707 03	100 00	172 54	951	12
Kingston	1	471 50	5 09	673 82	83 95	1234 27	965 00	10 75	258 52	836	12
London	1	135 50		310 00	1019 67	1485 17	877 00	25 92	782 25	412	12
Ottawa	1	978 50		886 02	504 44	2368 96	2006 56	53 18	309 22	2132	12
Total.....	11	3597 50	5 00	3835 10	3820 66	11258 26	8779 35	189 85	2289 06	6495	12
TOWNS.											
Amherstburgh	1	117 50		500 00	237 50	855 00	565 50		289 50	121	12
Barrie	1	77 50		73 60	160 90	312 00	300 00	12 00		173	10
Belleville	1	178 00		451 00	11 00	640 00	640 00			396	11
Berlin	1	24 50		54 12	89 50	168 12	168 12			103	12
Brantford	1	116 00	5 00	220 28	157 54	498 92	408 59	16 00	74 33	280	11
Brockville	1	118 00		328 85	2 00	648 85	520 00	10 00	118 85	262	12
Chatham	1	52 00		323 30	32 50	417 80	363 55		54 25	90	12
Clifton	1	44 50		66 72	95 62	206 84	162 00		44 84	100	11
Cobourg	1	124 50	21 63	168 20	116 09	430 42	350 59	45 41	25 42	175	12
Dundas	1	126 50		138 38	509 12	774 00	700 00	7 00	67 00	203	12
Guelph	1	133 50		200 00	480 56	814 06	788 00		46 06	297	12
Ingersoll	1	57 00		79 92	119 63	256 55	247 00		9 55	88	12
Lindsay	1	112 00		267 56	158 98	538 54	437 00		101 54	272	12
Niagara	1	70 00		80 00	200 00	200 00	200 00			72	9
Oakville	1	40 00		51 00	214 48	308 48	251 16		57 32	128	12
Paris	1	43 50		82 42	34 13	160 05	143 11		16 94	124	11
Perth	1	65 00		529 00	7 60	592 60	450 00	27 00	115 60	120	12
Peterboro'	1	115 00		300 00	386 75	891 75	660 00	19 75	122 00	272	12
Pictou	1	67 50		149 39	114 19	331 08	270 33	0 50	60 25	109	11
Prescott	1	128 50	5 00	382 45	208 01	723 96	713 88	10 00	0 08	186	12
St. Catharines	1	245 50		250 00	416 25	911 75	775 06	16 75	120 00	464	12
St. Thomas*	1	10 50				10 50	10 50				
Whitby	1	32 50		51 00	208 00	291 50	240 00		51 50	102	12
Total.....	23	2099 50	31 63	4951 29	3810 35	10892 77	9353 33	164 41	1375 03	4137	11

\* No Report.

SCHOOLS OF UPPER CANADA, 1862.—Continued.

TEACHERS.				RELIGIOUS EXERCISES	NUMBER OF PUPILS IN THE DIFFERENT BRANCHES OF EDUCATION.										MAPS, APPARATUS, &c.						
No. of Teachers.	Religious Orders.		No. of schools opened & closed with prayer.		No. of schools using the Bible.	No. of pupils learning Reading.	Writing.	Arithmetic.	Grammar.	Geography.	History.	Book-keeping.	Algebra.	Geometry.	Natural Philosophy.	Music.	No. of maps.	No. of schools using maps.	Apparatus.	Blackboards.	When first established.
	Male.	Female.		Male.																	
1	1		1		71	30	27	10		7											1856
1	1		1	1	66	52	32	12	29	37					20	4	1				1840
1	1		1	1	48	45	42	25	25	15											1849
1	1		1		60	16	30	4	6												1856
1	1		1		108	60	60	10	14												1854
1	1		1		59	31	32	3	3												1858
1	1		1																		1855
1	1		1		25	30	13		20												1857
1	1		1		83	38	46	18	18					2							1856
1	1		1		100	28	20			14						4	1				1857
53	29	24		1	42	8	3085	1723	1530	649	787	250	23	4	15	69	60	78	21	2	28
20	11	9	11	9	7	7	2164	679	656	443	529	193	68	40	38	31	369	33	7		7 1845
7	1	6			7	7	951	817	484	197	951	129	23	22	24	40	731	18	1		7 1854
9	5	4	5	4	1	1	836	430	370	300	580	150	30	60	12	34	590	23	1	1	1854
4		4			4	4	412	371	412	338	412	80	14								1857
12	5	7		7	6	6	1981	898	832	507	558	255	29	16	16		165	48	1		6 1855
52	22	30	16	24	25	14	6344	3195	2754	1785	3030	807	164	147	90	105	1930	134	11	1	21
1	1				1		121	79	89	53	53	23	31	46	21	23					1853
2	1	2		2	1		173	72	62	56	62	24	4			16	34	8	1	1	1855
3	1	2		2	1		326	250	280	280	230	75	3			35		7	1		1851
1	1		1		1		103	98	90	38	30	20						9	1		1858
2	2				1		280	73	123	123	145	18				8		2	1		1854
2	2	1			1		264	100	100	30	30	10	1			3		6	1		1854
2	2				1		90	18	58	40	92							8	1	1	1857
1	1				1		100	60	40	15	30	12	4	5	6			4	1		1856
1	1				1	1	175	115	120	70	120	70	4	3	4	34		8	1	1	1858
1	1				1		208	130	126	91	169	48	13	22	7	17	203	12	1		1858
5	2	3			1		257	89	191	91	167	29	10	6	11	9	19	11	1		1854
2	1	1			1		88	47	37	15	22	11						6	2		1859
3	3				1		172	64	91	26	22	48		7	4	50	3	5	1		1854
1	1				1		92	44	46	46	6	1						12	1		1857
2	2	2		2	1		128	73	77	55	96	20	2			20	20	4	1		1860
2	2				1	1	124	94	94	50	23							9	7		1856
2	1	1			1		120	60	56	40	33	15				6		20	7	1	1854
2	1	1			1	1	272	143	124	61	200	41		1	2	30	41	14	2	1	1854
1	1				1		109	48	52	22	56	12		4	4			5	1		1857
2	1	1			1	1	186	39	138	68	47	39	12	4	2			8			1862
4	1	3		3	1	1	464	401	317	124	118	46	12	7	1	19	40	8			1856
1	1				1		101	41	32	40	52	12	6	4	9			2	1		1860
43	26	17																			



TABLE F.—THE GRAMMAR SCHOOLS

SCHOOLS.		MONEYS.									
COUNTIES.	GRAMMAR SCHOOLS.	RECEIPTS.					EXPEND.				
		Legislative Grant.		Local Sources.			Total Receipts for Grammar School purposes for 1862.	For Masters' Salaries.	For Building, Rent, and Repairs.	For Maps, Apparatus, Prizes, and Libraries.	
No.		For Masters' Salaries, received from 1st Jan'y. to 31st Decem' ber.	For Maps, Apparatus Prizes and Li- braries.	From Municipal Grants.	From Fees.	From Balances and other sources.					
Stormont, Dundas and Glen- gary.	1 Cornwall	940 00	20 00			511 38	30 54	1501 92	1374 50	12 50	40 00
	2 Williamstown	422 00				220 00	128 00	780 00	652 00	100 00	15 00
	3 Iroquois	385 00				536 07		921 07	845 07	48 00	
Prescott and Russell	4 L'Orignal	480 00				123 00		603 00	590 00		
	5 VanKleeckhill	440 00				220 55		660 55	650 00		
Carleton	6 Ottawa	950 00	49 00			862 69	118 99	1980 68	1421 00	381 33	98 63
	7 Richmond	225 00	16 00	59 00		292 00	20 00	612 00	517 00		32 00
	8 Brockville	825 00				405 00		1230 00	1200 00	30 00	
Leeds and Grenville	9 Prescott	235 00		169 00		160 08		864 08	800 00	48 00	
	10 Kemptville	181 00		350 00		96 00	29 00	556 00	500 00		
	11 Gananoque	215 00				45 00	380 00	640 00	601 00		39 00
	12 Farmersville	232 00				88 45	326 02	646 47	550 00		
Lanark and Renfrew	13 Perth	400 00		787 00		93 00		1200 00	1200 00		
	14 Smith's Falls	275 00	9 00	427 74		167 84	14 00	823 00	795 00		28 00
	15 Lanark	200 00		425 04		21 25		646 25	670 25		6 00
Frontenac, Lennox, and Addington	16 Renfrew	167 00		103 92		81 00		351 92	339 75		12 20
	17 Carleton Place	200 00				300 00	500 00	500 00	500 00		
	18 Kingston	596 00	44 00			1278 97	189 84	2108 81	1874 97	130 84	88 00
	19 Newburgh	478 00	13 51	200 00		92 30	56 20	840 01	699 30	28 00	27 02
Prince Edward	20 Bath	255 00				18 60	361 40	635 00	560 00		15 00
	21 Napanee	380 00	10 00	200 00		248 26	149 11	987 37	600 00	5 00	29 00
	22 Picton	455 00		230 00		80 00		765 00	705 00		10 00
Hastings	23 Comsecon	231 00				231 00		231 00	231 00		
	24 Belleville	915 00	18 00	779 19		30 00	70 00	1312 10	1500 00	66 20	38 00
	25 Trenton					80 00	80 00				
	26 Stirling	252 00		300 00		220 00	58 85	830 85	600 00	108 85	
Northumber- land and Durham	27 Cobourg	645 00	20 86			804 16	20 86	1490 88	1372 40	76 76	41 72
	28 Port Hope	515 00	30 00	852 54		566 95	25 00	1999 49	1590 00	141 12	65 50
	29 Bowmanville	375 00		271 90		139 10	14 00	800 00	800 00		
	30 Brighton	100 00		50 00		250 00	81 10	481 10	350 00	50 00	
Peterborough and Victoria	31 Colborne	275 00		379 81		156 25		811 06	811 06		
	32 Newcastle	240 00	10 00			338 76	911 84	1500 60	816 50	425 30	20 00
	33 Peterborough	505 00	20 00			370 29	73 87	968 16	916 66		40 00
	34 Norwood	220 00				18 00	710 63	948 63	892 63	6 75	
Ontario	35 Lindsay			725 00		100 00	2050 00	2875 00	702 05	1900 12	
	36 Oakwood	275 00		100 40		58 00	450 00	883 40	833 40	10 00	5 00
	37 Omecece	245 00		17 45		24 00	1000 30	1286 75	656 72	574 93	
	38 Whitby	800 00	20 45	259 75		299 00		1379 20	1049 00	250 75	40 90
York and Peel	39 Uxbridge	300 00		187 50		12 50		500 00	500 00		
	40 Oshawa	135 00				200 50		335 50		14 50	
	41 Toronto	1135 00	10 00	500 00		827 35	131 32	2605 67	2577 07		20 00
	42 Newmarket	448 00		200 00		362 12	109 50	1119 63	810 13	25 95	30 00
Simcoe	43 Streetsville	200 00	11 00	200 00		76 00	54 49	541 49	440 37	5 13	22 00
	44 Richmond Hill	315 00		200 00		134 25	340 57	1009 82	850 00	13 30	40 00
	45 Brampton	407 00	32 00	86 35		23 00	200 00	748 35	600 00	34 35	64 00
	46 Weston	430 00	11 55	200 00		221 00	11 50	874 05	651 00	120 00	23 10
Halton	47 Markham	470 00	17 00	200 00		420 00	9 50	1116 50	890 00	123 13	34 00
	48 Barrie	825 00	12 00			523 73		1360 75	1246 65		24 00
	49 Bradford	365 00				627 23	146 94	1139 17	932 10	48 04	
	50 Collingwood	62 00				25 00		87 00	87 00		
Halton	51 Milton	465 00				211 00		696 00	696 00		
	52 Oakville	445 00		162 00		291 00		898 00	800 00	14 00	

OF UPPER CANADA, 1862.

TERR.	PUPILS AND TERMS OF ADMISSION.											
	For Fuel, Books, Con- tingencies, &c.	Total Expenditure for Grammar School pur- poses, for 1862.	Balance over.	Number of Pupils attending during 1862.	Number of Pupils whose parents reside* in the town where the Grammar School is situated.	Number of Pupils whose parents reside out of the town, but within the county.	Number of Pupils whose parents reside in other counties.	Number of Pupils reported as in prescribed G. S. subjects.	Number of new Pupils admitted during 1862.	Number of those new Pupils who had passed the entrance ex- amination.	At whose Expense the scholarships are maintained.	Fees per term of three months per Pupil.
\$ cts.	\$ cts.	\$ cts.										
32 38	1440 38	52 54	64	41	15	8	64	21	27		1 Master's	\$6, \$4, \$3.
13 00	780 00		45	29	26	5	45	25	25			\$2.50.
28 00	921 07		80	24	12	14	70	40	40			\$4, \$3.
13 00	603 00		39	26	16	3	39	17	17			\$2, \$2.25 \$1.50.
10 55	660 55		65	32	21	12	57	24	20			\$3, \$1.50.
61 00	1961 96	18 72	92	58	17	17	73	16	16			\$5, \$4.
12 00	561 00	51 00	27	21	6		27	6	8			\$3 to 1.50.
	1230 00		40	29	10	1	40	18	18			\$6, \$5.50 4.
16 08	864 08		36	32	4		36	14	14			\$3, 2.25, \$1.50.
37 23	537 23	18 71	39	36	3		37	37	37			\$3.
	640 00		35	29	3	3	35	14	14			\$7 1/2 cts.
87 30	637 30	9 17	51	32	19		51	21	21			\$4, \$3
	1200 00		104	87	16	1	104	33	31			\$4 to \$3. non-Res. Free to Residents.
	823 00		44	36	6		44	10	10			\$3.75, \$1.50, 75 cts.
30 00	646 25		39	30	9		39	12	12			Free.
	351 95		25	20	5		25	4	4			\$1.50.
	500 00		60	54	12		66	25	19			Free.
15 00	2108 81		120	98	19	3	110	95	8	11	10 by Queen's College; 1 by Ch. B. S. T.	\$8, \$6, \$4. \$2.50 to 75 cts.
85 69	840 01		99	55	25	19	99	44	40	13		\$3, \$1.50, 75 cts.
60 00	635 00		24	23	1		24	1	1			\$2 to 70 cts.
145 00	770 00	217 37	96	79	16	1	96	30	30			\$3 for Country. Free for Town.
50 60	765 00		57	42	12	3	57	18	18			\$1.50.
	231 00		60	52	13	1	53	15	9	15	Section	\$3 for Country. Free for Town.
157 99	1772 19	40 00	148	132	14	2	148	42	42	28	Trustees	\$1.50.
4 00	4 00	76 00	21	18	3		21	19	19			\$1.50.
104 25	813 10	17 75	38	27	8	3	38	12	12	6		\$1.50.
	1490 88		52	34	9	0	52	9	9			\$6.25.
202 87	1999 49		127	103	23	1	127	35	35			\$6 to \$2.
	800 00		41	33	4		41	6	6			\$1.50.
34 30	434 30	46 80	39	27	12		39	30	30			\$3.
	811 06		57	42	14	1	57	23	1			\$3.
131 50	1393 30	107 30	43	8	34	1	43	10	10			\$5, \$3, \$2.50.
12 50	969 16		80	51	27	2	80	12	10			\$3.
49 25	948 63		22	18	4		22	8	8			\$1, non-Residents.
238 24	2860 41	14 68	23	20	3		23	10	10			\$2.
35 00	883 40		46	32	12	2	46	11	15			\$3 to \$1.
29 70	1261 35	25 40	37	32	4	1	37	10	10			\$4, \$3.
29 55	1379 20		52	31	17	4	52	24	24	3	Head Master	\$4, \$3, \$2.
	500 00		53	46	5	2	44	20	25			\$3.
50 00	64 50	271 00	31	24	4	3	31	26	26			\$3.
	2597 07	6 60	127	115	12		127	35	35	7	Corporation	\$5, \$4.
34 50	990 58	219 05	54	36	18		45	35	30			\$4.25, \$3.25, \$2.25.
30 62	498 12	43 37	42	36	6		42	13	13			\$3 to 75 cts.
106 52	1009 82		37	24	12	1	37	13	13			\$2, \$1.50, \$1.
	50 00	748 35	57	42	14	1	57	17	15	4		\$3 to non-Resid. Free to R. sidents.
79 95	874 05		70	40	8		59	3	25	1	Head Master's	\$4, \$3.25, \$2.50.
61 55	1111 68	4 82	60	28	31	1	58	1				

TABLE F.—THE GRAMMAR SCHOOLS

MONEYS.

COUNTIES.	GRAMMAR SCHOOLS.	RECEIPTS.						EXPENDITURE.												
		Legislative Grant		Local Sources.			Total Receipts for Grammar School purposes, for 1862.	For Masters' Salaries.	For Building, Rent, and Repairs.	For Maps, Apparatus, Prizes, and Libraries.										
		For Masters' Salaries, received from 1st Jan'y. to 31st December.	For Maps, Apparatus, Prizes and Libraries.	From Municipal Grants.	From Fees.	From Balances and other sources.														
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.										
Wentworth	53 Hamilton	755 00		25 00	360 00	1200 00	1200 00													
	54 Ancaster	255 00			167 60	422 60	353 68		29 08											
	55 Dundas	340 00		308 23	273 00	17 96	939 19	833 48												
	56 Waterdown	210 00	7 02		150 00	490 43	857 45	800 00		14 04										
	57 Brantford	427 00			225 50	652 50	602 00													
Brant	58 Paris	248 00		589 00	54 00		891 00	800 00	16 00											
	59 Scotland	215 00	63 22		24 29	340 00	642 42	472 25	12 75	126 44										
	60 Mt. Pleasant	205 00			89 25	229 29	523 54	523 54												
	61 Niagara	400 00	10 06	200 00	760 00	40 00	1410 00	1340 00	36 00	20 00										
Lincoln	62 St. Catharines	250 00	15 06	300 00	804 06	195 27	1564 27	1350 00		30 00										
	63 Grimsby	200 00		200 00	268 77	50 56	719 31	646 32	40 86											
	64 Beamsville	167 00		400 00	153 64	25 79	746 45	688 07												
	65 Welland	570 00			509 54		1079 50	1079 50												
Welland	66 Drummond's	200 00		53 00	295 01	15 50	563 50	498 93	19 00											
	67 Thorold	100 00					100 00	100 00												
Haldimand	68 Caledonia	550 00	10 00	20 06	43 31	86 46	709 77	588 47	4 47	31 00										
	69 Cayuga	275 00	32 57		52 50	60 75	420 82	327 50		65 14										
Norfolk	70 Simcoe	630 00		260 00	120 00		1010 00	1000 00		10 00										
	71 Port Dover	235 00		365 00			600 00	600 00												
	72 Port Rowan				24 25	24 00	48 25	24 25		24 00										
Oxford	73 Woodstock	940 00	9 00		77 50		1026 50	1008 50		18 00										
	74 Ingersoll	533 00			84 25	270 00	887 25	853 33												
Waterloo	75 Berlin	467 00	10 03	200 00	184 00	5 00	866 03	720 00	5 29	20 06										
	76 Galt	835 00	25 00	600 00	867 06	784 54	3111 61	2293 51	13 70	50 00										
Wellington	77 Guelph	825 60	11 64	265 45	148 15	345 54	1605 78	1335 00	195 10	23 28										
	78 Elora	710 00	15 80	30 00	196 37	36 00	978 17	906 37		31 60										
Grey	79 Owen Sound	800 00			45 00	121 83	966 83	966 83												
	80 Stratford	800 00	5 00		176 00	42 41	1023 41	868 00	30 00	10 00										
Perth	81 St. Mary's	380 00		287 00	33 00		700 00	700 00												
Huron and Bruce	82 Goderich	950 00		400 00		295 53	1645 85	900 00	91 15	73 95										
	83 Kincardine	350 00	10 25	138 93	10 00	20 25	529 43	302 00	128 61	20 50										
	84 London	1160 00			486 30	175 15	1821 45	1780 00		4 00										
Middlesex	85 Strathroy	305 00		195 00			500 00	500 00												
	86 Wardsville	300 00	22 37		241 50	7 00	570 87	510 00		44 75										
Elgin	87 St. Thomas	562 00	10 00	323 00	80 00	190 66	1166 66	930 00	85 15	60 37										
	88 Vienna	380 00		2811 72		150 00	3341 72	700 00	1864 00											
Kent	89 Chatham	850 00	9 00		214 66		262 88	1336 48	782 60	18 25	30 50									
Lambton	90 Sarnia	725 00			55 00	140 21	920 21	812 50	51 67	14 90										
Essex	91 Windsor	505 00			144 00	80 00	729 00	640 00	80 00											
Grand Total '62		39111 00	660 27	16774 33	20220 37	13324 34	90090 31	73211 21	7502 85	1671 68										
'61		36693 00	845 11	17444 46	20545 18	9635 97	85163 72	71134 28	4234 08	1932 73										
Increase		2418 00				3688 37	4926 59	2176 93	3268 77											
Decrease			184 84	670 13	324 81					261 05										

OF UPPER CANADA, 1862.—Continued.

PUPILS AND TERMS OF ADMISSION.	TURE.		PUPILS AND TERMS OF ADMISSION.		At whose Expense the Scholarships are maintained.	Fees per term of three months per pupil.						
	For Fuel, Books, Contingencies, &c.	Total Expenditure for Grammar School purposes, for 1862.	Balance over.	Number of Pupils attending during 1862.			Number of Pupils whose parents reside in the town where the Grammar School is situated.	Number of Pupils whose parents reside out of the town, but within the county.	Number of Pupils whose parents reside in other counties.	Number of Pupils reported as in prescribed G. S. subjects.	Number of new Pupils admitted during 1862.	Number of these new Pupils who had passed the entrance examination.
	\$ cts.	\$ cts.	\$ cts.									
	1200 00	39 81	422 60	68	63	2 Trustees						
	46 95	930 43	876 02	38	20	3 Section						
	23 98	837 02	20 43	40	24	\$3 to 75 cts.						
	50 50	652 50		40	37	\$5, \$4, \$3.						
	75 00	891 00		86	86	\$3, \$2.25 \$1.50.						
	30 98	642 42		55	42	\$1.50.						
	1 25	1397 25	12 75	55	42	\$3 to non-Resid.						
	144 54	1533 54	30 73	44	32	Free to Residents.						
	22 50	710 31		47	41	Free.						
		1079 50		52	40	\$1.50 to 75 cts.						
		517 93	45 57	41	6							
		100 00		52	6							
	74 19	698 13	11 64	40	6	2 by Town						
	28 18	420 82		52	40	subscription						
		1010 00		46	33	3 Town Council						
		600 00		32	15	\$8, \$5.						
		48 25		30	26	\$5, \$4, \$3.						
		1026 50		76	12	3 Master's						
		853 33	33 92	33	16	\$5, \$4, \$3.						
		775 25	90 78	33	12	\$5, \$4, \$3.						
	102 78	2459 99	651 62	33	16	\$6, \$4.						
	32 00	1585 38	20 40	41	32							
	40 20	978 17		49	8	\$1.50 non-Resid.						
	115 41	1023 41		50	25	75 cts. Residents.						
		700 00		50	25	\$1.50 non-Resid.						
		1108 10	537 75	50	28	Free to Resident.						
	70 84	521 95	7 48	50	28	\$4 to non-Resid.						
	36 87	1820 87	0 58	50	28	Free to Section.						
		500 00		50	28	\$3 to \$1.50.						
	8 72	563 47	7 40	50	28	\$1.						
	86 62	1162 14	4 52	50	28	\$2, \$1.						
	91 72	2635 72	686 00	50	28	\$2.						
	185 45	1016 80	319 68	50	28	\$2.						
	22 45	901 52	18 69	50	28	Free.						
		729 00		50	28	Free.						
				50	28	\$1 to Resident.						
				50	28	\$3 to non-Resid.						
				50	28	\$1 to Town.						
				50	28	Free to others.						
				50	28	Free.						
				50	28	\$2.						
				50	28	Free.						
				50	28	\$3.						
858 51	86244 25	3846 06	4982	3561	1131	290	4569	1860	1667	119		
3907 72	81108 81	4054 91	4766	3375	1050	341	4364	1950	1754	47		
	5135 44		210	186	81	203				72		
49 21		208 53				51		99	87			

TABLE G.—METEOROLOGICAL STATIONS AT

Under the authority of the Consolidated Grammar School Act, a special grant of \$400 distribution of the general Grammar School Fund; provision is also made for declared to be *the duty* of the Master to make the prescribed meteorological Senior County Grammar Schools have been established, only 16 have contributed (as will be seen from the following table), make the returns required by law. those stations only from which returns are received.

[The following tables and corresponding returns were sent down to the Committee of the

NAME OF METEOROLOGICAL STATION.	
1	Niagara.....
2	Hamilton.....
3	Belleville.....
4	Barrie.....
5	Chatham.....
6	Port Sarnia.....
7	Milton.....
8	Cornwall.....
9	Guelph.....
10	Whitby.....
11	Perth.....
12	Picton.....
13	Brantford.....
14	Stratford.....
15	L'Orignal.....
16	Ottawa.....
17	Woodstock.....
18	Cayuga.....
19	Peterborough.....

TABLE SHOWING THE NUMBER OF MONTHS THAT METEOROLOGICAL ABSTRACTS

NAME OF METEOROLOGICAL STATION.	
1	Niagara.....
2	Hamilton.....
3	Belleville.....
4	Barrie.....
5	Chatham.....
6	Port Sarnia.....
7	Milton.....
8	Cornwall.....
9	Guelph.....
10	Whitby.....
11	Perth.....
12	Picton.....
13	Brantford.....
14	Stratford.....
15	L'Orignal.....
16	Ottawa.....
17	Woodstock.....
18	Cayuga.....
19	Peterborough.....

§ The returns required by law have only been received in part, or

## THE SENIOR COUNTY GRAMMAR SCHOOLS.

per annum is made to each Senior County Grammar School, with participation in the the establishment of a Meteorological Station at each of these Senior Schools, and it is returns every month to the Educational Department. Out of the 31 Counties in which the necessary sum of half-price to purchase the necessary instruments, and but few of these Steps, it is hoped, will shortly be taken to enforce the law, or to restrict the grant to

House of Assembly on Emigration at its request.

No. of Months the Station has been established, to December, 1862, inclusive.	No. of Monthly Abstracts received at the Education Office, to Dec., 1862, inclusive.	Character of Abstracts received.		
		Well prepared.	Indifferently prepared.	Badly prepared.
60	13	11	2	...
60	48	45	3	...
60	45	43	2	...
60	20	20	...	...
60	15	...	11	4
60	26	26	...	...
59	3	...	...	3
59	42	42	...	...
52	1	1	...	...
52	48	47	1	...
51	10	10	...	...
51	27	27	...	...
42	25	25	2	...
29	29	29	...	...
16	...	...	...	...
16	10	14	...	...
14	...	...	...	...
10	4	4	...	...
2	...	...	...	...

HAVE BEEN RECEIVED FROM THE DIFFERENT STATIONS, FOR THE YEAR 1862.

When established.	CHARACTER OF ABSTRACTS RECEIVED.		
	Well prepared.	Indifferently prepared.	Badly prepared.
1858	3	...	...
1858	12	...	...
1858	7	...	...
1858	...	...	...
1858	...	...	...
1858	...	...	...
1858	11	...	...
1858	...	...	...
1858	12	...	...
1858	...	...	...
1858	5	...	...
1859	4	...	...
1860	12	...	...
1861	9	...	...
1861	6	...	...
1862	...	...	...
1862	4	...	...
1862	...	...	...

not at all, from these stations during the year 1862.

TABLE H.—THE GRAMMAR

NUMBER OF PUPILS IN THE

No.	THE GRAMMAR SCHOOLS.	IN ENGLISH.											Total in Latin.	In Arnold's 1st Latin Book.	
		Total in English.	In English Grammar.	In Spelling and Dictation.	In Elementary Reading.	In advanced Reading.	In Derivations, &c. (Sullivan's.)	In Art of Reading and 5th Book.	In Sullivan's Literary Class Book.	In Elements of Political Economy, 5th Reader.	In Outlines of English Literature.	In Elementary Composition.			In Advanced Composition.
1	Cornwall	64	64	64	21	27	17	27				25	20	49	20
2	Williamstown	45	45	30		30	30					30	20	45	30
3	Iroquois	70	70	40	20	40						25	45	21	15
4	L'Orignal	32	58	38	11	27		27					12	2	5
5	Vankleekhill	61	53	38		57						18	10	10	5
6	Ottawa	92	92	92	22	70	92	92				22	70	73	73
7	Richmond	27	27	27		27						3		13	
8	Brockville	32	52	32		28		28		28				38	2
9	Prescott	36	34	24		24	28	24			4		17	8	6
10	Kemptville	39	37	37	12	37	24	24				13	24	12	8
11	Gananoque	35	35	35	7	28			20			18	17	8	8
12	Farmersville	51	40	44		19	37	25				25	14	14	14
13	Perth	93	93	93	51	42	93	43				51	42	58	26
14	Smith's Falls	44	30	24		44	12	12						7	7
15	Lanark	39	39	39	6	33	33	33				23	6	8	5
16	Renfrew	25	25	25		25	18	25				12		9	9
17	Carleton Place	66	45	52	32	14	52	52				14	14	5	5
18	Kingston	120	100	70	7	62	35	35	36			70	40	67	22
19	Newburgh	99	99	99		99	99	99					37	31	
20	Bath	24	24	24		24		24				10		5	4
21	Napanee	96	95	95		95	95	95	95	95		30	6	17	3
22	Pictou	57	46	22		39		39				22	25	17	13
23	Consecon	66	22	20	13	20	20	20				9	5	18	12
24	Belleville	148	148	148	40	108	40	148				31	14	53	34
25	Trenton	21	21	21		21		21	21			21		9	9
26	Stirling	38	38	38	18	20		38				38		16	10
27	Jobourg	52	52	52		52	52	52				23	29	52	37
28	Port Hope	127	127	106		115		72		40		87	40	53	29
29	Bowmanville	41	41	41		41		41		41		41		24	14
30	Brighton	39	30	20	6	30	6	6	6	6		12	10	19	19
31	Colborne	57	50	8	19	47		40				16	41	41	28
32	Jewcastle	43	43	43	29	14	27	20		20		17	18	26	17
33	Peterborough	80	80	80		80	80	80	38			42	38	58	31
34	Norwood	22	22	22		22	22	22				10	2	15	6
35	Lindsay	23	23	23	7	16		16		16		16		17	2
36	Oakwood	46	46	46	20	28		20		20		46	46	14	14
37	Onemce	26	32	24	10	18		8				10		15	8
38	Whitby	52	43	52	11	34	23	28		18		11	28	30	16
39	Uxbridge	53	40	40	15	38	22	24		16	14	24	19	13	9
40	Osbawa	29	29	18	4	21		13				5	15	24	22
41	Toronto	127	127	109		94	36					30	12	95	37
42	Newmarket	52	52	47	3	49	36	35	7			15	18	24	7
43	Streetsville	42	42	35		35		25				19	10	17	12
44	Richmond Hill	37	37			37		28				22	18	10	10
45	Brampton	57	57	57	7	50		57			7	7	8	34	14
46	Weston	70	70	70	5	65		45				20	50	40	40
47	Markham	58	56	24	21		55					14	44	10	10
48	Barrie	45	45	45	10	35		35		35		25	20	35	15
49	Bradford	60	60	60		60	22			22		38	22	45	12
50	Collingwood	33	31	31	2	31						31		12	12
51	Milton	41	41	41		41		32				31	10	29	20
52	Oakville	69	30	69				69				69		32	14
53	Hamilton	68	58			68	68	68				80	55	22	8
54	Ancaster	38	25	22	16	12	18		22			12	16	12	8
55	Dundas	40	40	38		40	25	25	35			30	10	30	20
56	Waterdown	40	40	40	10	30	40	30				40		13	2

SCHOOLS OF UPPER CANADA, 1862.

VARIOUS BRANCHES OF INSTRUCTION.

No.	SCHOOL.	IN LATIN.											IN GREEK.						
		In Arnold's 2nd Latin Book.	In Latin Grammar.	In Written Latin Exercises and Prose Composition.	In Prosody and Verse Composition.	Reading Cornelius Nepos or other Elementary Reading.	Reading Caesar's Commentaries.	Reading Virgil or Ovid.	Reading Cicero.	Reading Sallust or Horace.	Average attendance in Latin.	Total in Greek.	In Arnold's 1st Greek Book.	In Greek Grammar.	In Written Greek Exercises.	In Greek Prosody and Verse Composition.	Reading the Anabasis or any Elementary Reader.	Reading the Iliad.	Reading the Odyssey.
1	Cornwall	20	38	18		15	6	5	5	40	20	6	20			5	1	1	
2	Williamstown	30	15			25	15	5	15	32	20	15	15	15		5	5		
3	Iroquois	15	20			5	3		3	14	5	5	5						
4	L'Orignal	12	4	3	5				1	7		1							
5	Vankleekhill	5	10	10	4	2	4	4	4	6		3							
6	Ottawa	5	73	73	5	26	7		7		9	5	12	5					
7	Richmond		13			1				11									
8	Brockville	38	38		2	20	10		7	30	17		17	17		17	5		
9	Prescott	6	17	10		6	3		3	11	1	1	1						
10	Kemptville	3	6	4		4	4		4	8	4	2	4	2		2			
11	Gananoque			3		3	2			6	2	2	2	2					
12	Farmersville	10	13	7		13				9									
13	Perth	58		15		13	15		4	42	18	17	18	18		1	1	1	
14	Smith's Falls	4	7	7	2	3	3		3	7	4	4	4	4		4			
15	Lanark	2	8	3		3	2		2	5	2	2	2	2					
16	Renfrew	1	9	9		9				7									
17	Carleton Place	2	14	5	3	2	3		3	10	3	3	3	3					
18	Kingston	20	67	27	1	7	5	1	11	50	28	13	28	18		6	6		
19	Newburgh	8	37	6		1				3	3	3	3	3		1			
20	Bath	1	5	5	1	2	1		1	5	2	2	2	2					
21	Napanee	8	17	8	5	7	2		1	9	3	2	3	3		3			
22	Pictou	13	6		5	6	4		4	10	4	4	4	4					
23	Consecon	2	12			6	2		1	11	2	1				1	1	1	
24	Belleville	7	20	12		9			2	40	9		9			3			
25	Trenton		9	4		10				6									
26	Stirling	6	10			4	3			13	9								
27	Jobourg	15	52	52	14	17	30	14		37	17		17			1	1		
28	Port Hope	24	53	53	9	13	18	12		40	11	11	3	11		7			
29	Bowmanville	10	24	4		4				20	4	4	4	4					
30	Brighton	8	19	8	5		9	6	9	13	5	5	5	3		5			
31	Colborne	4	32			4			6	27	14	11				3			
32	Jewcastle	9	18	15		12	13	4		26	10	4	10	4		2			
33	Peterborough	17	58	58	21	17	9	21		30	22	17	22	22		8	9	8	
34	Norwood		15	9	2		9	2		10	2		2	2					
35	Lindsay	3	17	11	1	7	4		1	12	4	4	4	4		4			
36	Oakwood	14	11		7	4				5	2		2	2		1			
37	Onemce	12	7	4	4					10	2	2	2	2					
38	Whitby	6	30	30	6	11			1	22	6	2	6	6		2	2	1	
39	Uxbridge	2	7	2	1		2		2	7		1							
40	Osbawa	2	24			2	2		2	8	7	6				6			
41	Toronto	25	95	7	29	17	7	4	17	84	52	12	52	12		17	17	7	
42	Newmarket	17	24	9		5	9		9	18	11	1	11	11		8	1		
43	Streetsville		3			5			2	10	5	5	4						
44	Richmond Hill	9	15	1		8	1		2	11	3	1	2	1		1	1		
45	Brampton	34	16	7		15	7		2	19	4	3	4	2		2			
46	Weston	40	49	20	9	12	32		32	35	24	24	24	10		24	19	2	
47	Markham	17	29	39	10		5	9		32	12	10	10	10		8	2	2	
48	Barrie	35	25			25	25		20	23	12	12	12			8			
49	Bradford	45	10	9	8	16	9		16	33	30		7	23		19	4		
50	Collingwood	12	12																

TABLE H.—THE GRAMMAR SCHOOLS

NUMBER OF PUPILS IN THE

THE GRAMMAR SCHOOLS.	IN FRENCH.					IN MATHEMATICS.										
	Total in French.	In Elements of French Grammar.	In Advanced French Grammar.	In written French Exercises & Compositions.	In French Dictation and Conversation.	Total in Arithmetic.	Total in Algebra.	Total in Euclid.	In First Four Rules of Arithmetic, Reduction & Fractions.	In the higher Rules of Arithmetic.	In the 1st Four Rules of Algebra.	In Equation and the higher Rules of Algebra.	In Euclid, Bb, I & II.	In Euclid, B, III & IV & Def'n of V & VI.	In Elements of Plane Trigonometry.	In Mensuration and Surveying.
1 Cornwall	9	3	6	2	9	4	64	27	18	48	16	20	7	5	13	5
2 Williamstown	39	25	5	25	5	5	45	45	45	25	20	25	20	30	15	5
3 Croquis	14	10	6	3	3	3	70	42	12	20	50	25	17	8	4	2
4 L'Original	21	18	3	3	3	3	30	11	9	12	27	4	7	6	3	1
5 Vankleekhill	14	5	9	9	4	4	40	25	21	33	7	10	15	10	11	9
6 Ottawa	53	30	23	53	3	3	92	41	41	70	27	14	27	14	9	3
7 Richmond	15	15	15	15	15	15	23	4	4	15	12	3	4	3	3	3
8 Brookville	10	6	4	10	4	4	29	30	30	6	23	2	28	6	12	2
9 Prescott	10	7	3	6	2	2	36	9	7	19	17	17	19	17	17	4
10 Kemptville	6	6	6	6	6	6	30	15	14	1	38	2	5	6	2	4
11 Gananoque	20	6	14	14	14	14	35	11	7	24	11	10	16	8	5	4
12 Farnersville	5	5	5	5	5	5	44	26	17	3	41	10	2	5	9	4
13 Perth	64	22	42	6	16	93	92	60	60	1	93	22	29	31	4	13
14 Smith's Falls	10	10	10	10	10	10	44	8	9	4	40	2	8	9	1	7
15 Lanark	7	3	4	4	4	4	39	1	1	29	10	1	1	1	1	1
16 Renfrew	15	11	4	15	4	4	21	7	5	21	2	2	5	5	1	1
17 Carleton Place	18	18	15	15	15	15	66	15	11	26	40	1	14	2	2	8
18 Kingston	13	9	4	4	4	4	102	66	46	13	89	16	50	25	21	66
19 Newburgh	16	16	6	10	8	99	58	29	29	14	85	9	49	8	2	15
20 Bath	2	2	2	2	2	2	24	3	3	20	4	2	2	2	2	6
21 Napance	10	7	3	10	3	3	95	27	15	95	27	27	6	6	50	6
22 Picton	6	6	6	6	6	6	57	14	9	57	4	10	4	5	5	7
23 Coneseon	6	6	6	6	6	6	61	12	3	89	22	7	5	2	1	1
24 Belleville	34	18	16	6	6	6	148	34	26	89	59	34	15	11	3	12
25 Trenton	9	9	9	9	9	9	21	8	6	11	27	4	4	5	1	3
26 Stirling	20	5	7	20	1	1	38	5	6	21	27	3	2	1	3	3
27 Cobourg	1	1	1	1	1	1	52	38	39	21	31	19	19	25	14	1
28 Port Hope	25	11	14	25	11	7	127	87	35	30	97	40	47	24	11	23
29 Bowmanville	8	8	8	8	8	8	41	14	6	6	35	14	4	2	4	23
30 Brighton	39	27	27	39	27	27	12	27	20	12	27	20	7	20	7	7
31 Colborne	7	7	7	7	7	7	57	46	20	8	49	6	46	20	7	7
32 Newcastle	13	8	5	10	2	2	43	20	16	4	39	6	14	6	10	7
33 Peterborough	36	28	8	25	36	24	80	76	42	7	73	34	22	20	2	4
34 Norwood	16	5	11	16	11	11	22	8	6	4	18	4	4	6	2	4
35 Lindsay	14	11	3	7	7	7	20	4	8	10	10	3	1	5	2	2
36 Oakwood	7	7	7	7	7	7	46	9	7	30	16	5	4	5	2	2
37 Onemee	7	7	7	7	7	7	36	7	3	22	14	7	7	3	3	3
38 Whitby	2	2	2	2	2	2	45	22	36	2	43	6	16	10	11	11
39 Uxbridge	9	2	7	9	7	7	53	12	8	14	39	3	9	5	3	8
40 Oshawa	18	18	18	18	18	18	26	18	18	16	10	10	6	14	4	4
41 Toronto	22	12	10	10	10	16	127	88	88	39	88	31	57	51	37	9
42 Newmarket	34	26	8	34	26	23	52	28	26	4	48	28	11	15	13	13
43 Streetsville	42	10	8	42	10	8	42	10	8	10	10	8	8	8	8	8
44 Richmont Hill	12	12	4	4	4	4	37	13	17	15	22	7	6	14	3	4
45 Brampton	12	12	7	12	7	8	50	13	12	25	25	7	6	6	6	3
46 Weston	23	9	14	23	14	14	72	34	34	12	60	12	22	22	34	34
47 Markham	21	16	5	12	5	5	60	29	29	20	40	9	20	8	21	18
48 Barrie	28	18	8	26	8	8	45	15	25	23	20	9	6	9	18	18
49 Bradford	13	13	13	13	13	13	44	51	45	44	10	41	13	2	14	14
50 Collingwood	33	31	31	33	31	31	33	31	31	31	31	31	31	31	31	31
51 Milton	30	27	3	30	3	3	41	28	21	41	23	18	3	3	15	15
52 Oakville	28	16	12	12	12	12	69	30	12	69	30	4	8	8	69	69
53 Hamilton	20	5	7	8	8	8	68	30	38	16	22	10	3	10	1	1
54 Ancaster	12	6	4	10	4	4	34	6	4	18	68	6	6	2	1	1
55 Dundas	4	4	4	4	4	4	40	16	12	14	28	16	7	5	5	5
56 Watford	7	5	2	2	2	2	36	13	11	32	7	6	4	7	7	7

OF UPPER CANADA, 1862.—Continued.

VARIOUS BRANCHES OF INSTRUCTION.

IN GEOGRAPHY.				IN HISTORY.				IN PHYSICAL SCIENCE.				IN OTHER STUDIES.						
Total in Geography.	In Ancient Geography.	In Modern Geography.	In Canadian Geography.	Total in History.	In Greek and Roman History and Antiquities.	In other Ancient History.	In History of Great Britain and Ireland.	In History of Canada.	Total in Physical Science.	In Elements of Natural History, 3rd and 4th National Readers.	In Elements of Natural Philosophy, Physiology and Geology.	In Elements of Chemistry.	Total in Writing.	Who Write Well.	Who Write Indifferently.	In Book-keeping.	In Drawing.	In Vocal Music.
64	7	64	24	64	7	.....	.....	24	34	.....	14	.....	64	53	11	14	25	.....
45	15	44	44	20	20	.....	20	20	35	15	.....	.....	20	20	.....	25	10	10
44	4	44	44	23	23	.....	23	15	.....	15	.....	.....	40	30	10	6	.....	.....
38	.....	38	38	14	14	.....	12	.....	.....	12	.....	.....	36	24	12	3	.....	.....
47	1	46	46	6	6	.....	38	10	15	.....	.....	.....	65	21	44	19	.....	.....
90	24	90	22	90	24	.....	90	22	16	.....	.....	.....	90	72	18	26	14	.....
27	.....	27	27	24	24	.....	24	24	3	.....	.....	.....	27	17	10	.....	21	.....
34	12	31	34	34	6	10	34	.....	23	.....	.....	.....	22	20	2	.....	.....	.....
20	.....	20	20	15	15	.....	10	.....	22	.....	.....	.....	22	15	9	.....	.....	.....
39	6	39	24	38	6	33	24	.....	24	.....	.....	.....	39	26	13	7	.....	.....
35	.....	35	35	35	35	.....	.....	.....	.....	.....	.....	.....	39	26	13	1	.....	.....
33	.....	33	33	32	32	.....	32	.....	45	.....	.....	.....	35	27	8	12	15	.....
93	32	93	93	73	30	.....	53	12	.....	10	.....	.....	31	20	11	2	.....	.....
30	.....	30	30	28	.....	.....	17	11	14	.....	.....	.....	93	50	43	10	.....	.....
39	4	39	39	33	.....	.....	15	.....	33	.....	.....	.....	39	20	10	4	.....	.....
18	.....	18	4	6	4	.....	6	.....	33	.....	.....	.....	39	20	19	6	33	33
66	.....	66	19	41	.....	.....	17	24	52	.....	.....	.....	21	9	12	6	.....	.....
120	35	85	85	110	54	35	70	38	96	61	35	.....	53	30	23	.....	.....	.....
99	20	99	99	94	.....	.....	14	83	18	.....	.....	.....	103	62	41	21	10	.....
24	.....	24	2	24	6	.....	24	3	9	.....	.....	.....	99	54	45	26	.....	.....
90	50	90	50	95	64	64	50	.....	95	5	7	.....	24	2	22	7	.....	.....
41	.....	41	41	45	.....	.....	45	.....	45	.....	.....	.....	80	15	60	.....	.....	.....
66	.....	66	12	14	.....	.....	44	.....	44	.....	.....	.....	54	30	24	4	.....	.....
148	30	148	124	132	52	30	9	5	20	13	22	1	66	41	25	7	.....	.....
21	21	21	21	21	21	21	21	21	21	21	21	21	148	60	88	18	.....	.....
38	.....	38	18	38	18	.....	35	.....	35	.....	.....	.....	21	17	4	12	.....	.....
52	14	52	52	52	20	.....	52	.....	52	.....	.....	.....	37	18	19	17	.....	.....
97	65	97	97	127	95	.....	97	56	80	43	37	50	30	15	15	.....	.....	.....
41	7	41	41	41	.....	.....	41	.....	41	.....	.....	.....	127	50	77	30	25	.....
39	20	25	8	39	.....	.....	5	.....	39	.....	.....	.....	41	20	21	6	14	.....
47	47	10	57	7	.....	.....	15	.....	8	.....	.....	.....	20	12	8	4	.....	.....
43	.....	43	26	13	13	.....	13	.....	7	.....	.....	.....	57	45	12	10	.....	.....
77	33	77	77	80	22	36	80	.....	77	.....	.....	.....	43	20	23	1	.....	.....
23	9	22	22	22	9	2	22	.....	77	.....	.....	.....	80	43	37	11	30	80
21	.....	21	10	12	3	.....	22	.....	22	.....	.....	.....	22	6	16	8	.....	.....
11	.....	11	5	24	.....	.....	9	10	9	6	16	.....	21	6	15	.....	.....	.....

TABLE H.—THE GRAMMAR SCHOOLS

NUMBER OF PUPILS IN THE

THE GRAMMAR SCHOOLS.	IN ENGLISH.											Total in Latin.	In Arnold's 1st Latin Book.				
	Total in English.	In English Grammar.	In Spelling and Dictation.	In Elementary Reading.	In Advanced Reading.	In Derivations, &c. (Sullivan's.)	In Art of Reading and 5th Book.	In Sullivan's Literary Class Book.	In Elements of Political Economy, 5th Reader.	In Outlines of English Literature.	In Elementary Composition.			In Advanced Composition.			
57 Brantford.....	86	86	86		86	86											
58 Paris.....	31	31	25		31	8			86	86	44	42	69	50			
59 Scotland.....	44	44	44		44	44		28			32	24	11	6			
60 Mount Pleasant.....	47	40	47	34	13			34			34	13	11	11			
61 Niagara.....	52	12		17	35						37	15	37	32			
62 St. Catharines.....	46	46	37	14	32	19					12	34	41	38			
63 Grimsby.....	32	30	29		24	28		20			8	20	20	7			
64 Beamsville.....	29	29	29		29	29					29	8	5	3			
65 Welland.....	76	75	75	1	75						35	30	25	13			
66 Drummondville.....	33	33	33	1	21			33			12	21	15	12			
67 Thorold.....																	
68 Caledonia.....	41	41	41	11	30			30			25	3	12	6			
69 Cayuga.....	50	45	46	21	24	40		50		25	30	20	31	23			
70 Simcoe.....	84	84	84	4	80	80		80	50	50	30	40	73	24			
71 Port Dover.....	118	118	118		118			60			30	14	15	6			
72 Port Rowan.....	23	20	19		19			19			10	6	6				
73 Woodstock.....	22	22	22	8	12	22					12		33	12			
74 Ingersoll.....	65	62	55		65			25					23	12			
75 Berlin.....	24	21	24		24						18	6	24	12			
76 Galt.....	85	85	85	37	49	85					39	22	85	26			
77 Guelph.....	75	75	27		75			25			12	25	40	22			
78 Elora.....	50	46	48	10	38	38		38			9	31		22			
79 Owensound.....	80	80	80	45	35			60			36		26	22			
80 Stratford.....	52	48	47	26	26	24					30		27				
81 St. Mary's.....	64	64	64	26	38	64					4	20	19	8			
82 Goderich.....	38	16	38		38			38			11	27	30	3			
83 Kincardine.....	29	29	29	16	13			28			21	8	13	11			
84 London.....	55	55	45	14	35						20	26	42	27			
85 Strathroy.....	34	34	34	10	24	34		24			24		13	7			
86 Wardsville.....	44	44	44		44	42					32	12	37	20			
87 St. Thomas.....	60	60	66	25	35	60		25			45	21	45	15			
88 Vienna.....	60	60	60	13	47	60		60			13	47	15	15			
89 Chatham.....	71	64	23		65			65			20	15	34	34			
90 Sarnia.....	47	40	47		47						9	38	31	15			
91 Windsor.....	22	7	22														
Grand Total, 1862.....	4872	4405	4110	835	3656	2307	2803	182	1126	467	2005	1532	2258	1382			
do 1861.....	4618	4332	3876	956	3001	2350	2590	159	915	497	1979	1363	2515	1313			
Increase.....	254	73	234		655		213	23	211		26	169		69			
Decrease.....				121	43												

OF UPPER CANADA, 1862.—Continued.

VARIOUS BRANCHES OF INSTRUCTION.

In Arnold's 2nd Latin Book.	IN LATIN.										IN GREEK.						
	In Latin Grammar.	In Written Latin Exercises and Prose Composition.	In Prose and Verse Composition.	Reading Cornelius Nepos or other Elementary Reader.	Reading Caesar's Commentaries.	Reading Virgil or Ovid.	Reading Cicero.	Reading Sallust or Horace.	Average attendance in Latin.	Total in Greek.	In Arnold's 1st Greek Book.	In Greek Grammar.	In Written Greek Exercises.	In Greek Prose and Verse Composition.	Reading the Anabasis or any Elementary Greek Reader.	Reading the Iliad.	Reading the Odyssey.
12	69	7	9	12	4	7		11	34	11	9	9					
16	16	16	9	5	4	4		2	18	5	5	5					
11	6	6			3	3		2	8	1	1	1					
11	5	5						5	7	3	3	3					
32	37	5	9	9	5	5		5	31	12	12	12					
41	41	2	2	2	2	2		31	41	12	12	12					
20	4							4	31	19	22	22					
8	8	5	9	5	5	5		10	3	1	3	3					
13	25	25	12	2	3	5		5	5	4	4	4					
15	15	15	4	6	6	6		12	14	10	14	10					
2	12	8	5					9	3	3	3						
4	31	8	3	6	5	5		7	4	4	4	2					
10	67	39	6	6	6	5		19	5	4	4	2					
8	15	6	6	6	33	6		53	18	4	5	5					
6	6	6	6		6	6		12	6	6	6	6					
16	7	7	6	4	4	4		4	2	2	2	2					
5	21	5	5	6	6	2		16	9	2	5	2					
15	85	16	3	5	15	16		15	17	10	10	13					
40	40	16	22	11	7	9		85	42	33	42	9					
24	10	3	13	7	1			25	10	9	9	10					
4	4	4	1	4	4	1		19	6	6	2	2					
22	17	1	6	4	1			16	3	3							
8	19	11	8	12	1	1		18	3	2	2						
19	19	25	1	6	8	8		15	6	6	6						
1	12	13						20	3	3	3						
27	37	32	7	1	1			7	7	5	11	11					
7	13							25	11	5	11						
36	6			12	7	1		8	5	5	5						
15	20			4	5	2		22	12	5	12						
34	34	34						12	3	3	3						
11	27	28		11		15		20	8	1	8						
2	3					5		21	12	3	12						
564	2163	1374	311	270	548	452	52	447	20	756	401	650	400	46	306	121	32
512	1826	1233	268	337	521	395	37	432	20	703	445	598	375	81	264	97	47
52	337	141	43		27	57	15	15	53	52	25			42	24		
				58						44		35					12

TABLE H.—THE GRAMMAR SCHOOLS

NUMBER OF PUPILS IN THE VARIOUS

THE GRAMMAR SCHOOLS.	IN FRENCH.						IN MATHEMATICS.										
	Total in French.	In Elements of French Grammar.	In Advanced French Grammar.	In Written French Exercises & Compositions.	In French Dictation and Conversation.	Reading Voltaire's Charles XII.	Total in Arithmetic.	Total in Algebra.	Total in Euclid.	In First four Rules of Arithmetic, Reduction and Fractions.	In the higher Rules of Arithmetic.	On the 1st four Rules of Algebra.	In Equations and the higher Rules of Algebra.	In Euclid, Bb. I & II.	In Euclid, B. III & IV, & Def'n of V & VI.	In Elements of Plane Trigonometry.	In Mensuration and Surveying.
57 Bradford	80	46	34	80	12	29	24	86	62	56	31	5	86	36	26	1	36
58 Paris	13	9	4	13	12	10	44	13	13	20	24	5	9	10	3	3	3
59 Scotland	14	14	12	12	12	10	44	13	13	20	24	5	9	10	3	3	3
60 Mount Pleasant	14	5	9	14	12	10	47	33	10	24	23	7	6	16	9	1	1
61 Niagara	7	6	1	7	7	1	52	27	25	45	31	6	21	9	1	1	1
62 St. Catharines	9	9	9	9	9	2	46	27	9	19	34	6	9	9	5	1	1
63 Grimsby	6	4	3	6	6	5	29	19	16	3	26	12	17	4	12	4	26
64 Beamsville	6	3	3	6	6	5	29	19	16	3	26	12	17	4	12	4	26
65 Welland	3	3	3	3	3	1	75	20	21	25	50	12	6	15	6	4	12
66 Drummondville	13	13	13	13	13	1	33	16	15	12	21	10	6	7	8	1	1
67 Thorold	4	4	4	4	4	1	41	10	10	20	21	3	7	3	7	7	7
68 Caledonia	4	4	4	4	4	1	50	25	26	13	37	25	12	14	14	14	30
69 Cayuga	26	26	26	20	18	1	84	66	26	28	56	26	40	26	11	11	15
70 Simcoe	40	25	15	40	25	8	118	16	13	118	16	13	16	13	13	13	15
71 Port Dover	8	8	8	8	8	3	23	5	2	2	21	2	3	1	1	1	1
72 Port Rowan	9	9	9	9	9	3	23	5	2	2	21	2	10	8	5	2	4
73 Woodstock	4	1	1	4	4	3	28	12	13	13	47	13	28	10	16	16	16
74 Ingersoll	13	7	6	13	12	6	62	41	26	15	47	13	10	16	8	8	8
75 Berlin	16	6	5	11	11	16	24	24	24	6	18	14	26	40	14	9	17
76 Galt	46	7	39	39	26	20	85	60	54	37	48	34	23	21	6	7	7
77 Guelph	26	13	13	26	26	4	74	31	27	10	39	1	11	5	12	12	2
78 Elora	15	11	4	15	4	4	49	12	17	43	37	15	13	7	5	5	5
79 Owen Sound	39	22	17	17	17	17	80	28	12	43	37	15	17	4	13	13	11
80 Stratford	5	4	1	5	1	5	50	23	17	23	25	6	17	4	13	9	9
81 St. Mary's	12	12	12	12	12	4	64	44	27	22	42	24	20	18	9	9	9
82 Goderich	10	10	10	10	10	4	38	13	13	68	10	3	3	12	3	1	4
83 Kincardine	11	5	6	6	6	4	29	17	6	29	12	5	2	2	4	4	4
84 London	27	19	8	13	13	8	60	42	36	19	41	15	27	17	19	8	16
85 Strathroy	4	4	4	4	4	1	34	6	6	10	24	2	4	1	5	5	9
86 Wardsville	21	10	11	18	18	1	44	37	32	3	41	37	6	26	6	6	9
87 St. Thomas	30	30	30	30	30	66	41	46	26	40	20	21	20	26	10	10	10
88 Vienna	18	8	10	10	10	10	60	46	10	60	46	10	71	49	26	14	10
89 Chatham	24	24	24	24	24	60	71	49	26	71	49	26	15	23	15	15	15
90 Sarnia	27	21	6	24	24	40	35	38	5	35	20	15	23	15	3	3	1
91 Windsor	2	2	2	2	2	25	2	6	17	8	20	2	3	3	3	3	1
Grand Total, 1862.	1462	910	535	1045	304	421	4778	2414	1816	1354	3424	876	1538	980	856	149	721
do 1861.	1375	803	472	927	260	260	4555	2194	1658	1475	3080	782	1412	894	764	146	540
Increase	87	107	63	118	35	161	223	220	158	121	344	94	126	66	92	3	181
Decrease																	

OF UPPER CANADA, 1862.—Continued.

BRANCHES OF INSTRUCTION.

IN GEOGRAPHY.				IN HISTORY.				IN PHYSICAL SCIENCE.				IN OTHER STUDIES.						
Total in Geography.	In Ancient Geography.	In Modern Geography.	In Canadian Geography.	Total in History.	In Greek and Roman History and Antiquities.	In other Ancient History.	In History of Great Britain and Ireland.	In History of Canada.	Total in Physical Science.	In Elements of Natural History, 3rd and 4th National Readers.	In Elements of Natural Philosophy, Physiology and Geology.	In Elements of Chemistry.	Total in Writing.	Who Write Well.	Who Write Indifferently.	In Book-keeping.	In Drawing.	In Vocal Music.
80	32	80	.....	80	11	32	46	.....	50	80	80	46	80	40	40	46	80	.....
31	15	31	31	31	5	20	55	21	31	.....	.....	.....	31	7	24	5	.....	.....
44	12	33	.....	34	.....	.....	28	.....	28	.....	28	.....	44	24	20	15	28	44
47	40	47	34	47	13	13	30	30	40	.....	34	40	47	27	20	3	.....	27
52	.....	52	14	52	6	.....	38	14	.....	.....	.....	.....	52	27	25	.....	.....	6
44	40	44	.....	43	40	.....	43	.....	.....	.....	.....	.....	39	30	9	.....	.....	.....
27	4	23	.....	25	4	.....	21	.....	23	8	.....	.....	32	21	11	5	.....	.....
29	5	29	29	29	5	.....	29	29	29	.....	29	.....	29	19	10	6	28	.....
60	12	48	40	60	20	6	30	30	50	.....	42	26	75	45	30	32	.....	.....
28	3	28	.....	30	3	.....	28	28	7	.....	7	.....	33	25	6	13	.....	.....
41	12	41	41	35	1	25	35	35	23	.....	26	25	41	10	31	.....	.....	.....
50	50	50	30	50	40	50	50	30	50	50	50	27	34	20	14	35	.....	.....
84	6	84	6	68	6	20	56	.....	65	4	64	36	84	50	34	30	18	70
118	11	118	.....	118	11	.....	118	.....	82	82	60	.....	118	90	28	40	.....	.....
19	.....	19	4	7	.....	.....	7	.....	19	.....	19	.....	19	15	4	9	.....	.....
28	8	20	20	27	7	.....	20	.....	26	20	20	.....	20	7	13	9	.....	.....
56	.....	56	.....	57	.....	.....	57	.....	23	.....	18	.....	48	32	16	28	.....	.....
24	24	24	24	24	24	.....	24	24	24	.....	24	.....	24	24	.....	4	.....	.....
85	26	85	32	48	26	17	9	.....	42	25	42	25	79	21	58	7	6	.....
74	40	34	34	74	38	.....	74	.....	47	22	25	.....	75	52	28	11	29	15
48	2	46	.....	38	9	.....	36	.....	38	10	38	1	48	38	10	2	.....	.....
80	80	80	.....	80	62	.....	15	.....	80	.....	80	.....	36	15	21	11	.....	.....
44	4	43	16	24	1	.....	23	.....	8	.....	8	.....	49	25	24	9	.....	.....
64	20	64	64	64	24	.....	64	64	64	.....	64	.....	64	34	30	8	.....	.....
40	8	32	32	40	8	.....	38	38	38	.....	38	7	38	32	6	19	6	.....
29	.....	29	29	28	1	27	8	3	29	.....	28	.....	30	20	10	12	.....	.....
58	19	43	32	47	19	3	22	10	42	24	17	17	54	37	17	19	36	.....
34	24	34	.....	34	.....	.....	34	.....	34	.....	34	.....	34	10	24	6	.....	.....
35	8	35	35	39	9	.....	39	9	15	.....	8	.....	20	6	14	.....	.....	12
30	15	30	30	45	.....	15	30	30	36	.....	36	.....	66	40	26	.....	.....	.....
60	60	60	60	.....	.....	.....	60	.....	60	.....	60	.....	60	46	14	.....	.....	.....
52	.....	52	52	62	.....	.....	62	62	20	8	12	.....	71	30	41	9	.....	.....
47	15	47	47	47	15	.....	16	16	16	.....	16	.....	40	31	10	16	.....	.....
14	.....	14	.....	12	.....	.....	12	.....	5	4	2	.....	20	7	13	.....	.....	.....
4412	1217	4087	2297	4050	1149	663	2785	1194	2940	681	2448	590	4201	2497	1794	1014	539	507
4109	1156	3396	2077	3805	1105	721	2721	1339	2751	593	2157	574	4142	2268	1906	955	333	532
303	61	171	220	245	144	.....	64	.....	198	88	291	16	148	229	.....	59	156	.....
.....	.....	.....	.....	.....	.....	58	.....	148	.....	.....	.....	.....	112	.....	.....	.....	.....	23



TABLE I.—THE GRAMMAR SCHOOLS OF UPPER CANADA, 1862.—Continued.

No.	THE GRAMMAR SCHOOLS.	HEAD MASTERS AND THEIR QUALIFICATIONS.	Number of Masters engaged.	Date of appointment of Head or Classical Master.	Annual Salaries.		Estimated value of school-house and site.	Schools in which the daily exercises are opened & closed with prayers.	Number of months open in 1862.	Number of months prescribed vacations.	Schools united with Com. Schools.	Number of Maps in each School.	Number of Globes in each School.	Schools using Black Boards.	Schools having complete set of Apparatus.	Estimated value of all Library Books, Apparatus, & Furniture.	Schools in which Gymnastics and Military Drill have been introduced.	Number of Pupils who received Prizes at Examinations.	Number of Pupils who were matriculated at any University, 1862.	Number of Pupils who obtained Honors or Scholarships at matriculation, 1862.	Names of Universities at which Pupils were matriculated, 1862.	Number of Pupils who passed the Law Society Examination, 1862.	No. of Pupils who passed the Examination as Students of Surveymg, 1862.
					Head Master (average).	Assist. Master (average).																	
71	Port Dover...	David Lennox, <i>A.B. Queen's Coll., Kingston</i> ...	2	1861	\$ 600	\$ 400	...	1	12	1	14	1	1	1	...	...	...	...	...	...	...	...	...
72	Port Rowan...	T. A. Hall, <i>M.A. Acadia Coll., N.S.</i> ...	2	1862	400	3500	...	1	6	1	10	1	1	1	...	150	...	...	...	...	...	...	...
73	Woodstock...	George Strauchon <sup>2</sup> ...	1	1846	950	...	...	1	12	1	14	1	1	1	...	...	...	...	...	...	...	...	...
74	Ingersoll...	John Wells, <i>Certificat.</i> ...	1	1862	600	...	...	1	12	1	35	1	1	1	...	...	...	...	...	...	...	...	...
75	Berlin...	Charles Cambridge, <i>Certificat.</i> ...	1	1859	800	8006	...	1	12	1	14	1	1	1	...	50	...	...	...	...	...	...	...
76	Galt...	William Tassio, <i>M.A. Toronto University</i> ...	5	1853	1000	500	2306	...	12	1	28	5	1	1	...	600	...	...	...	...	...	...	...
77	Guelph...	John Ker Johnston, <i>B.A. Dublin</i> ...	2	1862	800	540	...	1	12	1	21	2	1	1	...	250	...	...	...	...	...	...	...
78	Elora...	Rev. J. G. Macgregor <sup>2</sup> ...	1	1853	800	400	...	1	12	1	16	2	1	1	...	200	...	...	...	...	...	...	...
79	Owen Sound,	James Preston, <i>Certificat.</i> ...	2	1862	700	500	...	1	12	1	16	1	1	1	...	...	...	...	...	...	...	...	...
80	Stratford...	C. J. Macgregor, <i>M.A. Toronto University</i> ...	1	1855	800	...	4006	...	12	1	16	1	1	1	...	...	...	...	...	...	...	...	...
81	St. Mary's...	James A. McLellan, <i>B.A. Toronto University</i> ...	1	1861	700	...	...	1	12	1	16	2	1	1	...	...	...	...	...	...	...	...	...
82	Goderich...	John Haldan, jun. <sup>2</sup> ...	1	1844	900	...	...	1	12	1	22	2	1	1	...	130	...	...	...	...	...	...	...
83	Kincardine...	Albert Andrews, <i>Certificat.</i> ...	1	1860	600	...	...	1	12	1	19	1	1	1	...	260	...	...	...	...	...	...	...
84	London...	Rev. Benjamin Bayly, <i>B.A. Dublin</i> ...	2	1841	1200	600	...	1	12	1	22	1	1	1	...	100	...	...	...	...	...	...	...
85	Stratroy...	J. A. Sommerville, <i>A.B. Queen's Coll., Kingston</i> ...	1	1860	500	...	...	1	12	1	10	1	1	1	...	...	...	...	...	...	...	...	...
86	Wardsville...	D. J. Macdonnell, <i>A.M. Queen's Coll., Kingston</i> ...	1	1862	600	...	...	1	12	1	14	1	1	1	...	...	...	...	...	...	...	...	...
87	St. Thomas...	Launc. Younghusband, <i>M.A. Acadia Coll., N.S.</i> ...	1	1862	800	...	400	...	12	1	27	2	1	1	...	200	...	...	...	...	...	...	...
88	Vienna...	Rev. John McClure, <i>Certificat.</i> ...	1	1861	700	...	...	1	12	1	10	2	1	1	...	...	...	...	...	...	...	...	...
89	Chatham...	Alex. McBain, <i>A.M. Queen's Coll., Kingston</i> ...	1	1862	800	...	2806	...	11	1	24	2	1	1	...	300	...	...	...	...	...	...	...
90	Sarnia...	W. B. Evans, <i>B.A. Trinity Coll., Toronto</i> ...	1	1859	650	...	...	1	12	1	15	2	1	1	...	...	...	...	...	...	...	...	...
91	Windsor...	Henry J. Evans, <i>B.A. Trinity Coll., Toronto</i> ...	1	1859	600	...	...	1	12	1	11	1	1	1	...	100	...	...	...	...	...	...	...
			Grand Total, 1862.	131	27 in '62	\$710	\$106	†	avgd 77	117	52, 15, 12	130	88	21 sets	22 part	16	927	61	25	30	Toronto, 11 McGill, 9 Queen's, 6 Trinity, 5 Victoria,	10	2
			Do. 1861.	123	21 in '61	\$727	\$426	...	67	11	52, 14, 29	118	84	23 sets	20 part	...	822	82	26	...	...	30	5
			Increase.	8	6	...	...	10	1	1	11	12	4	2 part	1 set	...	106	...	...	...	...	11	3
			Decrease.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\* Appointed under the old law.

† The total value of School Property cannot be given separately for the Grammar Schools, since the Trustees of Union Schools have not entered the whole amounts in the Reports of the Common Schools.

TABLE K.—THE NORMAL SCHOOL FOR UPPER CANADA, 1862.

ABSTRACT No. 1.—GROSS ATTENDANCE OF STUDENTS, WEEKLY AID GRANTED, CERTIFICATES, &c.

THE SESSIONS OF THE NORMAL SCHOOL FOR UPPER CANADA.	Applicants for Admission.			Rejected.			Admitted.			Admitted by Fees.			Who had been Teachers before.			Who attended formerly.		
	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.
From the 1st to the 26th Session inclusive.....	3812	2106	1616	405	214	191	\$3,107	1952	1455	49	36	13	1789	1285	504	966	442	524
Twenty-seventh Session, 1862.....	173	92	81	23	16	9	148	76	72	.....	.....	.....	82	60	22	108	77	31
Twenty-eighth Session, 1862.....	168	73	95	33	17	16	135	56	79	.....	.....	.....	68	46	22	50	23	36
Grand Total.....	4153	2331	1822	463	247	216	3690	2081	1606	49	36	13	1939	1391	548	1133	542	591

ABSTRACT No. 1.—GROSS ATTENDANCE OF STUDENTS, WEEKLY AID GRANTED, CERTIFICATES, &c.—(Continued).

THE SESSIONS OF THE NORMAL SCHOOL FOR UPPER CANADA.	Who received Weekly aid.			Amount of Aid Granted.			WHO LEFT.						Received Provincial Certificates.			
	Total.	Male.	Female.	Total.	Male.	Female.	Regularly.			Irregularly.			Total.	Male.	Female.	
							Total.	Male.	Female.	Total.	Male.	Female.				
From the 1st to the 26th Session, inclusive.....	1971	1188	783	\$397,12 50	624	419	205	226	174	52	420	313	107	1435	778	657
Twenty-seventh Session, 1862.....	56	36	20	1267 00	25	12	13	7	5	2	.....	.....	.....	96	53	43
Twenty-eighth Session, 1862.....	48	26	22	925 50	30	14	16	3	2	1	.....	.....	.....	95	46	49
Grand Total.....	2075	1250	825	\$41895 00	679	445	234	236	181	55	420	313	107	1626	877	749

\* A very large proportion of these Students have attended two or three Sessions, so that this number greatly exceeds that of the different individuals who have entered the Institution as Students, and the same remark applies to the number of certificates granted, as reported in the last column of the above table.





TABLE L.—THE OTHER EDUCATIONAL INSTITUTIONS OF UPPER CANADA, 1862.

	COLLEGES.				ACADEMIES AND SCHOOLS.				TOTAL.			
	Number of Colleges.	Number of Students.	Annual Income, or Legislative Aid.	Amount received from Fees.	No. of Academies and Private Schools.	Number of Pupils.	Number of months open.	Number of Teachers.	Amount received from Fees.	Total Colleges, Academies & Private Sch'ls.	Total Students and Pupils.	Total amount received from Fees, or Legislative Aid.
			\$ cts.	\$ cts.					\$ cts.			\$ cts.
Counties .....					121	1835	8	128	6545 00	121	1835	6545 00
Cities.....	11	1095	89400 00	30800 00	46	1680	12	138	21460 00	57	2775	141660 00
Towns.....	2	278	54000 00	2950 00	118	2268	11	155	22188 00	120	2544	30538 00
Villages.....					57	1003	10	60	6040 00	57	1003	6040 00
Grand Total 1862....	13	1373	94800 00	33750 00	342	8784	10	481	56233 00	355	8157	184733 00
“ 1861....	13	1373	94800 00	33750 00	337	7361	10	442	45393 58	350	8734	173943 58
Increase.....					5			39	10839 42	5		16839 42
Decrease.....						577					577	

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**TABLE M.**

**THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1862.**

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TABLE M.—STATEMENT NO. 1.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1862.

COUNTIES.	THE FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT.										TOTAL SCHOOL AND PUBLIC LIBRARIES IN UPPER CANADA.		
	M O N E Y S.					MISCELLANEOUS.		SUNDAY SCHOOL LIBRARIES.		OTHER PUBLIC LIBRARIES.		TOTAL.	
	Amount of Local Appropriation for 1862.	Amount of Legislative Apportionment for 1862.	Value of Books sent in 1862.	Value of Books sent in former years.	Total Value of Books sent.	No. of Libraries exclusive of sub-divisions.	Total Number of Volumes in Libraries.	No. of Volumes taken out during the year.	No. of separate applications for books during the year.	Libraries.	Volumes.	Libraries.	Volumes.
Glengary	\$ 6 00	\$ cts.	\$ 200 00	\$ cts.	\$ 200 00	1	454	200	30	9	1050	10	1504
Stormont			560 00		560 00	2	1144	58	40	15	1480	2	2831
Dundas			800 00		800 00	1	1401	50	51	23	1133	1	3616
Prescott			912 00		912 00	4	1788	20	20	26	3676	3	7114
Russell			652 37		652 37	4	1270	349	75	10	900	1	2070
Carleton			1907 02		1907 02	12	3556	1765	325	27	3478	2	7514
Grenville			876 00		876 00	5	1809	161	27	23	2824	1	5058
Leeds			941 10		941 10	14	1899	1300	410	69	6567	3	8816
Lanark			3761 80		3761 80	13	8001	4662	1272	56	7060	30	20501
Frontenac	6 00	6 00	1463 72		1475 72	14	2872	900	310	74	1610	3	5297
Kingston	55 00	55 00	464 77		574 77	6	1188	N. R.	N. R.	25	3683	3	5821
Addington			400 00		400 00	1	618	N. R.	N. R.	30	4182	2	5348
Yamox			720 00		720 00	2	1556	27	15	14	1282	4	3188
Prince Edward			1227 60		1227 60	3	2264	902	621	38	4861	2	900
Hastings			2701 84		2701 84	9	5186	1533	789	32	4881	3	957
Northumberland			4154 00		4154 00	8	8307	2370	547	78	9471	6	10524
Durham			1140 57		1140 57	8	2681	782	180	36	4149	6	20358
Peterborough			3255 56		3255 56	20	6748	421	296	29	3150	6	11219
Victoria	30 00	84 00	444 24		504 24	9	364	7630	1088	14	2270	3	3404
Ontario	84 00	168 00	4262 12		4430 12	20	7736	5066	1688	44	6647	6	17183
York			8187 88		8187 88	24	15500	8970	1991	95	12513	23	33687
Peel			4963 66		4963 66	6	8095	4802	1269	39	6853	3	15160
Simcoe	175 25	175 25	3011 70		3062 20	22	6293	1688	646	36	5911	7	14360
Haldimand	32 67	32 67	65 34		65 34	1	163	794	163	33	7630	11	12306
Halton	10 00	10 00	1596 00		1596 00	10	3354	2524	467	53	8172	9	13862
Wellington	81 22	81 22	450 00		450 00	4	1065	975	553	47	6794	3	10185
Brant	50 00	50 00	2374 50		2474 50	9	4289	2361	546	41	5427	3	11732
Lincoln			844 00		844 00	4	1097	1490	1077	50	6599	3	9812
Welland													
<b>Total</b>	1427 40	1427 40	2854 80		90551 73	462	173260	12009	1581	201621	270	65412 2315	410293

CITIES.	THE FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT.										TOTAL SCHOOL AND PUBLIC LIBRARIES IN UPPER CANADA.		
	M O N E Y S.					MISCELLANEOUS.		SUNDAY SCHOOL LIBRARIES.		OTHER PUBLIC LIBRARIES.		TOTAL.	
	Amount of Local Appropriation for 1862.	Amount of Legislative Apportionment for 1862.	Value of Books sent in 1862.	Value of Books sent in former years.	Total Value of Books sent.	No. of Libraries exclusive of sub-divisions.	Total Number of Volumes in Libraries.	No. of Volumes taken out during the year.	No. of separate applications for books during the year.	Libraries.	Volumes.	Libraries.	Volumes.
Haldimand	10 72	10 72	21 44		3070 10	4	5230	1209	448	48	4808	3	12517
Norfolk	20 00	20 00	40 00		5022 72	17	1459	95	78	56	6831	5	9490
Oxford	74 00	74 00	148 00		1880 87	12	3833	2806	917	88	10904	4	21414
Waterloo	158 00	158 00	316 00		3264 41	34	6201	923	795	20	2425	12	7405
Wellington	55 65	55 65	111 30		2620 40	17	5139	587	1157	53	6421	10	15920
Grey	64 86	64 86	129 12		2013 12	19	5008	1552	693	21	2182	14	9126
Perth	274 55	274 55	549 10		4815 10	28	9141	6206	1145	34	4141	15	1788
Huron	93 00	93 00	186 00		460 60	13	2259	1409	1984	36	4240	15	2059
Bruce	87 00	87 00	174 00		3789 24	23	6791	2871	806	18	1823	2	325
Midsex	30 78	30 78	61 56		1033 28	12	3160	265	389	57	5503	8	19203
Elgin	10 00	10 00	20 00		3390 00	15	6675	3261	767	34	4614	6	9868
Kent	25 00	25 00	50 00		2159 17	16	4085	1557	442	31	2764	8	12739
Lambton					1304 00	5	2429	N. R.	N. R.	11	3350	10	8290
Essex													6819
<b>Total</b>	1427 40	1427 40	2854 80		90551 73	462	173260	12009	1581	201621	270	65412 2315	410293
Toronto			3945 87		3945 87	4	6330	10182	N. R.	19	10000	9	57757
Hamilton			1840 00		1840 00	1	2725	7800	2680	12	5000	4	13854
Kingston			1640 00		1640 00	2	2382	7800	400	12	4000	2	9182
London			810 00		810 00	2	1427	7452	109	8	2800	2	6727
Ottawa										6	3000	1	4600
<b>Total</b>	91 00	91 00	182 00		8417 87	9	12870			57	24800	18	92120
Amherstburgh			330 72		330 72	3	490	847	700	3	400	1	400
Barrie			180 50		180 50	1	325	924		3	750	1	1506
Belleville			382 44		382 44	1	438	250		5	1800	2	2700
Berlin			80 00		80 00	1	154			7	3000	1	3045
Bowmanville			34 00		34 00	2	120	213		7	2000	1	4238
Bramford			200 00		200 00	1	285			7	1800	2	3192
Brockville			741 50		741 50	3	1183	170		1	275	1	2804
Chatham			450 92		450 92	2	862	1484		1	500	1	1395
Chatham			220 00		220 00	1	403	325		7	1850	3	1593
Clifton			200 00		200 00	1	129			3	750	1	1403
Cobourg			130 88		130 88	1	280	30		4	1000	1	2460
Collingwood			379 50		379 50	2	582	1936		7	1460	1	5129
Conwall			40 00		40 00	1	94			6	1400	1	2633
Dundas			405 30		405 30	1	696	1094		8	3000	1	2882
Galt										12	1320	1	4654
Goderich										6	240	1	282
Guelph										6	240	1	846
Ingersoll										2	600	1	1600
Lindsay										7	105	1	346
Milton										2	600	1	1600

TABLE M.—STATEMENT No. 1.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1862—(Continued.)

THE FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT.

TOWNS.—(Continued.)	MONEYS.				No. of Libraries exclusive of sub-divisions.	Total Number of Volumes in Libraries.	MISCELLANEOUS.		SUNDAY SCHOOL LIBRARIES.		OTHER PUBLIC LIBRARIES.		TOTAL SCHOOL AND PUBLIC LIBRARIES IN UPPER CANADA.		
	Amount of Local Appropriation for 1862.	Amount of Legislative Apportionment for 1862.	Value of Books sent in 1862.	Value of Books sent in former years.			Total Value of Books sent.	No. of Volumes taken out during the year.	No. of separate applications for Books during the year.	Libraries.	Volumes.	Libraries.	Volumes.	Libraries.	Volumes.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.			\$ cts.								
Niagara.....								4	3000	1	1000	5	4000		
Oakville.....				129 50	129 50	2	224	7	800	2	982	11	1986		
Owensound.....				160 00	160 00	1	206	6	1500	1	750	8	1450		
Paris.....				150 00	204 00	1	333	5	1000	1	1000	8	2796		
Peterborough.....	27 00	27 00	54 00	20 00	20 00	1	43	6	2000	1	700	6	1700		
Pictou.....	35 00	35 00	70 00	270 00	340 00	1	550	3	900	2	1000	6	3335		
Port Hope.....								3	1300	3	600	9	2450		
Prescott.....				50 00	50 00	1	93	3	900	1	100	4	700		
Sandwich.....								3	600	2	350	6	1043		
Sarnia.....				690 00	690 00	2	819	7	550	2	1408	9	1958		
St. Catharines.....				300 00	300 00	2	414	4	1220	1	900	5	2120		
St. Thomas.....								6	1600	1	260	9	2079		
Simcoe.....				39 50	39 50	1	82	5	600	1	350	6	950		
Whitby.....								7	2200	1	1500	9	3782		
Windsor.....								185	47005	44	29839	263	95789		
Woodstock.....				5627 26	5793 26	34	8045								
Total.....	\$3 00	\$3 00	166 00	5627 26	5793 26	34	8045								

TOWNS.—(Continued.)

INCORPORATED VILLAGES.

Arnprior.....								2	150			2	150
Ashburnham.....								1	350			1	350
Bath.....								3	620			3	620
Bradford.....				200 00	200 00	1	413	6	880	1	120	8	1663
Brampton.....								2	574	2	703	4	1277
Brighton.....								4	600	1	120	5	720
Caledonia.....								2	200	1	1000	3	1200
Cayuga.....								4	1000	1	600	5	1500
Chippewa.....								4	1200	2	400	6	1600
Clinton.....								4	800	1	200	5	1000
Colborne.....								4	1000	1	1100	5	2100
Dunnville.....				552 00	562 00	2	921	4	1200	1	100	5	2221
Elora.....								2	800			2	800
Embro.....				75 20	95 30	2	179	3	1000	1	750	6	1929
Fergus.....	10 05	10 05	20 10					1	100	1	87	2	187
Fort Erie.....								3	300	1	329	4	629
Hawkesbury.....								2	400			2	400
Heveler.....								3	525			3	525
Holland Landing.....								4	1050	1	600	5	1896
Iroquois.....				200 00	200 00	1	246	4	400			4	486
Kempville.....				46 00	46 00	1	86	1097				1097	
Kincardine.....								3	300	1	500	4	800
Lanark.....								2	310	1	500	3	810
Merriockville.....								4	1000	1	800	5	1800
Mitchell.....								3	600	1	366	4	966
Morrisburgh.....								3	200			3	200
Napanee.....								5	1370	2	762	7	2132
Newcastle.....								6	1600	1	650	9	3012
New Hamburg.....				500 00	500 00	2	762	2	200	1	50	3	250
Newmarket.....								3	750			3	750
Oakawa.....				295 94	295 94	1	392	33				33	782
Pembroke.....				413 13	413 13	1	643	638				638	860
Portsmouth.....								3	1000	3	1800	7	3322
Preston.....								3	350	1	200	4	550
Renfrew.....								2	300			2	300
Smith's Falls.....								6	1200	1	750	7	1950
Southampton.....								8	1000	1	1000	9	2000
St. Mary's.....				50 00	50 00	1	72	2	150	1	100	3	250
Stratford.....	25 00	25 00	50 00					3	1050	1	400	4	1450
Strathroy.....								3	1200	1	400	4	1659
Streetsville.....								1				1	
Thorold.....				20 00	20 00	1	50						

TABLE M.—STATEMENT No. 1.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1862—(Continued.)

INCORPORATED VILLAGES.—(Continued.)	THE FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT.													
	MONEY.					MISCELLANEOUS.		SUNDAY SCHOOL LIBRARIES.		OTHER PUBLIC LIBRARIES.		TOTAL SCHOOL AND PUBLIC LIBRARIES IN UPPER CANADA.		
	Amount of Local Appropriation for 1862.	Amount of Legislative Apportionment for 1862.	Value of Books sent in 1862.	Value of Books sent in former years.	Total Value of Books sent.	No. of Libraries exclusive of sub-divisions.	Total Number of Volumes in Libraries.	No. of Volumes taken out during the year.	No. of separate applications for books during the year.	Libraries.	Volumes.	Libraries.	Volumes.	
Trenton.....	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	.....	.....	.....	2	.....	1	300	3	300
Vienna.....	.....	.....	.....	.....	.....	.....	.....	.....	8	600	1	480	9	1080
Waterloo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Welland.....	.....	.....	.....	.....	.....	.....	.....	.....	4	600	1	400	5	1000
Wellington.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yorkville.....	.....	.....	.....	.....	.....	.....	.....	.....	4	1138	1	650	5	1788
Total.....	35 05	35 05	70 10	2332 27	2402 37	13	3773	.....	146	28293	39	11183	198	49349
Total for 1862.....	1636 45	1636 45	3272 90	103892 33	107165 23	518	198848	.....	1969	301719	369	166884	2856	607451
Total for 1861.....	2042 11	2042 11	4084 22	99808 11	103892 33	481	193248	.....	1875	288664	355	159804	2711	641688
Increase.....	.....	.....	.....	.....	3272 90	37	5600	.....	94	13055	14	7080	145	25763
Decrease.....	405 66	405 66	811 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

N.B.—Several villages have obtained libraries as school sections previous to their incorporation. In such cases the library is reported in the township.

TABLE M.—STATEMENT No. 2.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1862.—Continued.

The following is a full and interesting Statement of the Number and Classification of Public Library and Prize Books sent out from the Depository of the Upper Canada Educational Department, from 1853 to 1862 inclusive.

No. of Volumes sent out during the year.	Total Volumes of Library Books.	History.	Zoology and Physiology.	Botany.	Phenomena.	Physical Science.	Geology.	Natural Philosophy and Manufactures.	Chemistry.	Agricultural Chemistry.	Practical Agriculture.	Literature.	Voyages, &c.	Biography.	Tales & Sketches Practical Life.	Teachers' Library.	Prize Books.	Grand Total, Library and Prize Books.	
1853.....	21922	4155	1602	287	906	526	234	940	132	192	807	2694	1141	2917	5178	208	.....	21922	
1854.....	68711	10632	5532	1030	2172	1351	636	4780	629	321	3235	5764	4350	6393	18307	578	.....	60711	
1855.....	28659	3473	2053	318	558	663	290	1808	207	76	1452	3361	2926	3081	6049	432	.....	28659	
1856.....	13669	2198	652	118	397	287	77	660	61	418	1523	1019	1844	1844	3832	258	.....	13669	
1857.....	29833	5295	1763	321	632	817	195	1729	134	67	1257	2391	2253	3516	9219	244	.....	32390	
1858.....	7587	1567	503	86	152	98	61	276	27	2	186	713	813	744	2345	84	.....	15632	
1859.....	8308	1670	551	136	209	192	130	432	87	18	300	1169	714	1137	2401	172	.....	21397	
1860.....	9072	1361	475	144	223	200	100	526	61	17	339	852	797	1115	2520	142	.....	29266	
1861.....	6488	1273	302	59	101	72	64	223	36	2	172	601	760	880	1826	117	.....	33419	
1862.....	5599	927	244	45	99	43	75	211	45	24	165	412	661	830	1706	112	.....	35359	
Totals.....	198848	35057	13677	2514	5449	4249	1772	11585	1413	750	8331	19480	15404	22447	54283	2347	.....	99576	293424
Deduct Volumes returned for exchange, &c.....																		616	
Volumes sent to Mechanics' Institutes, &c., not included in the above.....																		297808	
Grand Total Library Books, &c., despatched up to 31st December, 1862.....																		8241	
Grand Total Library Books, &c., despatched up to 31st December, 1862.....																		806049	

TABLE N.—Maps, Apparatus and Prize Books supplied by the Department to Grammar and Common Schools, during 1862.

This Table is not printed, by order of the Joint Committee on Printing. The information it contains will however be found in the Chief Superintendent's Report on page 12.

TABLE O.—THE SUPERANNUATED OR WORN-OUT COMMON SCHOOL TEACHERS, 1862.

No.	NAME.	Age in 1862.	Years of Teaching in Upper Canada.	Net amount of Pension paid from 1st January to 31st December, 1862, deducting Subscription.	For the year.
1	John McAuley .....	80	22	\$ 11 75	½ 1862
2	Dead.				
3	Robert Mason .....	82	28	33 50	½ 1861— 1862
4	Magnus Swanson .....	79	18	32 25	½ 1861— 1862
5	Dead.				
6	Donald Currie .....	74	18	20 75	½ 1861—½ 1862
7	Dead.				
8	John O'Connor .....	89	35	41 12	½ 1861—½ 1862
9	Dead.				
10	Dead.				
11	Thomas J. Graffe .....	55	18	32 25	½ 1861— 1862
12	Dead.				
13	James Benton .....	65	25	30 38	½ 1861—½ 1862
14	Henry Gough .....	77	30	77 25	½ 1861—½ 1862
15	James Breakenridge .....	58	32	22 00	½ 1861
16	John Gillon .....	80	25½	31 06	1862
17	Robert C. Mills .....	76	23	42 87	½ 1861— 1862
18	Dead.				
19	Peter Stewart .....	79	22	26 25	1862
20	David Thompson .....	73	38	48 25	1862
21	John Price .....	70	24	29 00	1862
22	William Gordon .....	75	30	57 75	½ 1861— 1862
23	Crawford Rainey .....	51	17	29 37	1862
24	Benjamin Warren .....	78	27	51 38	½ 1861— 1862
25	Thomas McMaster .....	66	20	22 50	½ 1861—½ 1862
26	Resumed teaching				
27	William McEdward .....	72	26½	32 43	1862
28	Withdrawn				
29	George Fieldhouse .....	76	30	57 75	½ 1861— 1862
30	Dead.				
31	John McKenzie .....	71	17½	20 06	½ 1861—½ 1862
32	Patrick Benson .....	81	30	37 25	½ 1861—½ 1862
33	Dead.				
34	Dead.				
35	Dead.				
36	Donald McDonald .....	76	13	6 12	½ 1862
37	Dead.				
38	James Brennan .....	78	35	19 88	½ 1862
39	Dead.				
40	William M. Hynes .....	68	34	42 75	1862
41	James Johnston .....	58	21	24 88	1862
42	W. R. Thornhill .....	64	22	26 25	1862
43	William Irvine .....	80	17½	31 18	½ 1861— 1862
44	Dead.				
45	John Fletcher .....	54	18	32 25	½ 1861— 1862
46	John B. Emons .....	66	27	33 12	½ 1861—½ 1862
47	John Nowlan .....	71	24	29 00	1862
48	W. P. Huston .....	78	23	42 88	½ 1861— 1862
49	George Reynolds .....	67	28½	35 18	1862
50	Dead.				
51	William Martin .....	71	14	15 25	½ 1861—½ 1862
52	Not heard from .....				
53	Michael Keen .....	71	25½	13 04	½ 1862
54	Alexander Miller .....	76	28½	54 55	½ 1861— 1862
55	John Donald .....	63	20½	37 55	½ 1861— 1862
56	Angus McDonell .....	67	33½	65 18	½ 1861— 1862
57	Resumed teaching				
58	John Livingston .....	71	25½	17 12	½ 1861
59	Gilbert McAulay .....	82	18	20 75	1862
60	Gideon Gibson .....	77	19	9 87	½ 1862
61	William Begg .....	68	17	19 38	½ 1861—½ 1862

TABLE O.—The Superannuated or Worn-out Common School Teachers, 1862.—  
*Continued.*

No.	NAME.	Age in 1862.	Years of Teaching in Upper Canada.	Net amount of Pension paid from 1st January to 31st December, 1862, deducting Subscription.	For the year.
62	Dead.			\$ cts.	
63	Donald McDougall .....	62	14	15 25	1862
64	Dead.				
65	Robert Thompson .....	58	20	36 50	½ 1861— 1862
66	Dead.				
67	Dead.				
68	Patrick McKee.....	80	17	19 38	½ 1861—½ 1862
69	Dead.				
70	Dead.				
71	Thomas White .....	72	23½	44 46	½ 1861— 1862
72	Joshua Webster .....	68	22	26 25	1861— 1862
73	Norman McLeod .....	70	16	18 00	1862
74	Samuel P. Stiles.....	78	40	79 00	½ 1861— 1862
75	M. Kineborough.....	82	31	38 37	½ 1861—½ 1862
76	Dead.				
77	Arch'd Campbell .....	79	7	5 62	½ 1861—½ 1862
78	William Foster .....	62	22	40 75	½ 1861— 1862
79	William Glasford .....	52	18½	33 30	½ 1861— 1862
80	John Hoyt .....	89	25	30 38	1862
81	William Powers .....	63	30	57 75	½ 1861— 1862
82	John Vert .....	52	21½	25 56	½ 1861—½ 1862
83	William Benson .....	65	23	26 62	1861—½ 1862
84	William Kearns.....	70	25	30 38	½ 1861—½ 1862
85	Dead.				
86	James Leys .....	70	17	30 13	½ 1861— 1862
87	John Healy.....	73	26	49 25	1861— 1862
88	Hector McRea .....	66	20	36 50	1861— 1862
89	William Campbell .....	77	30	37 25	½ 1861—½ 1862
90	J. Carruthers .....	77	24	29 00	1862
91	Not heard from.				
92	Emily Cozens .....	57	27	33 13	1862
93	William Dermott .....	64	13	13 88	1862
94	Dead.				
95	Hugh Hagan.....	44	18½	33 30	½ 1861— 1862
96	Walter Hick .....	74	25	30 38	1861—½ 1862
97	J. Higginbotham.....	71	22	26 25	1861—½ 1862
98	J. B. Hingston .....	69	24	29 00	1861—½ 1862
99	Dead.				
100	W. H. King.....	78	19½	22 81	½ 1861—½ 1862
101	William Leonard .....	77	13	21 56	½ 1861— 1862
102	R. McLeod .....	62	17	19 38	1862
103	Dead.				
104	Dead.				
105	Dead.				
106	R. Williams.....	67	14½	15 93	1862
107	Daniel Wing .....	59	26	49 25	½ 1861— 1862
108	William Taylor.....	76	31	59 87	½ 1861— 1862
109	William Kane.....	80	36	45 50	1861—½ 1862
110	Matthew Devereux .....	65	23	42 88	1861— 1862
111	Michael O'Kane.....	70	20½	37 55	1861— 1862
112	T. Q. Clendennan .....	59	24	13 00	½ 1862
113	Dead.				
114	Alexander Jenkins.....	68	18	32 23	½ 1861— 1862
115	Isabella Kennedy.....	60	22	20 25	1861—½ 1862
116	Henry Livesley .....	76	22	26 25	1861—½ 1862
117	William Millar .....			25 75	1861— 1862
118	Robert Beattie .....	67	20½	37 55	1861— 1862
119	John L. Biggar.....	70	25	30 38	1861—½ 1862
120	William Corry .....	72	17	30 12	1861— 1862
121	Marianne Ederington .....	51	20	23 50	1862
122	Peter Fitzpatrick .....	70	23	27 63	½ 1861—½ 1862

TABLE O.—The Superannuated or Worn-out Common School Teachers, 1862.—  
*Continued.*

No.	N A M E .	Age in 1862.	Years of Teaching in Upper Canada.	Net amount of Pension paid from 1st January to 31st December, 1862, deducting Subscription.		For the year.
				\$	cts.	
123	James Guthrie .....	71	14	15	25	½ 1861—½ 1862
124	Dead.					
125	Woodus Johnson .....	69	19	34	38	½ 1861— 1862
126	James Kehoe.....	60	19	34	37	½ 1861— 1862
127	William Leaky.....	73	12	12	50	½ 1861—½ 1862
128	James McQueen.....	55	22½	26	93	½ 1861— 1862
129	John Miskelly.....	64	12½	20	55	½ 1861— 1862
130	William Melver.....	72	16	13	00	½ 1861— ½ 1861
131	Patrick Wood.....	71	16	26	00	½ 1861— 1862
132	Nicholas Fagan.....	68	13	13	87	½ 1861—½ 1862
133	Dead.					
134	Dead.					
135	Andrew Power.....	44	17	19	38	1862
136	James Ramsay.....	57	17	19	37	1862
137	Catharine Snyder.....	53	18	20	75	½ 1861—½ 1862
138	Dead.					
139	John Tucker.....	69	21	24	87	1862
140	John Brown.....	64	26	31	75	½ 1861—½ 1862
141	John Monaghan.....	58	15	25	88	½ 1861— 1862
142	Richard Youmans.....	58	20	36	50	½ 1861— 1862
143	Dead.					
144	William Ferguson.....	62	24	45	00	½ 1861— 1862
145	Thomas Flanagan.....	65	20	36	50	1861— 1862
146	Patrick Jones.....	73	36	45	00	1861—½ 1862
147	Jessie Loomis.....	71	19	34	37	1861— 1862
148	Edward hyan.....	71	25	30	38	1861—½ 1862
149	Daniel Sheehan.....	78	20	23	50	½ 1861—½ 1862
150	Clement L. Clarke.....	65	19½	22	81	1862
151	Dead.					
152	Not heard from.					
153	Andrew Lorimer.....	74	8	7	00.	½ 1861—½ 1862
154	Robert Lucas.....	70	13	21	62	1861— 1862
155	Alexander Middleton.....	63	20	36	50	1861— 1862
156	George Miller.....	79	12	19	50	1861— 1862
157	Jeremiah O'Leary.....	62	22	38	62	½ 1861— 1862
158	Dead.					
159	A. McCormick.....	65	16	18	00	½ 1861—½ 1862
160	John Dewar.....	81	16	28	00	½ 1861— 1862
161	Thomas Baldwin.....	64	13	13	88	1862
162	James Bodfish.....	59	20	36	43	½ 1861— 1862
163	Anne Jackson.....	71	21	24	88	½ 1861—½ 1862
164	William Mitchell.....	67	26	14	25	½ 1862
165	Resumed teaching.....					
166	William Hildyard.....	56	19	9	87	½ 1862
167	Michael Murphy.....	74	7	8	87	1861— 1862
168	John McKenna.....	53	19½	21	43	1861—½ 1862
169	Mary Richards.....	67	33	41	37	1861—½ 1862
170	W. B. P. Williams.....	58	9	8	37	½ 1861—½ 1862
171	Julius Ansley.....	58	18	20	75	1861—½ 1862
172	Thomas Baker.....	67	19	34	37	1861— 1862
173	Thomas Buchanan.....	57	20	36	50	1861— 1862
174	Matthew M. Hutchins.....	55	22	78	50	1861— 1862
175	John Muir.....	59	21	28	93	½ 1861—½ 1862
176	Dead.					
177	Joseph Scott.....	68	12	19	70	½ 1861— 1862
178	Helen McLaren.....	51	21	33	63	½ 1861— 1862
179	Ralph McCallum.....	53	23	27	63	1862
180	Edward Potts.....	67	23	42	83	½ 1861— 1862
181	Alexander McFarling.....	69	21	11	13	½ 1862
182	Daniel D. Barrett.....	58	19	22	12	½ 1861—½ 1862
183	William Clarke.....	66	12	12	50	½ 1861—½ 1862

TABLE O.—The Superannuated or Worn-out Common School Teachers, 1862.—  
*Continued.*

No.	NAME.	Age in 1862.	Years of Teaching in Upper Canada.	Net amount of Pension paid from 1st January to 31st December, 1862, deducting Subscription.	For the year.
184	John Dods .....	57	21	\$ 38	½ 1861— 1862
185	John Gilson.....	79	34	42 75	
186	P. G. Mulhern.....	62	29	35 87	
187	Dead.				
188	Thomas Sanders.....	70	30	37 25	½ 1861—½ 1862
189	George Fownley .....	72	10	22 18	
190	George Weston.....	64	22½	26 93	1862
191	John Williams.....	77	30	57 75	½ 1861— 1862
192	Edmund Bradburne.....	54	25	108 38	
193	Robert Hamilton .....	69	15	25 88	½ 1861— 1862
194	John McDonnell.....	62	14	67 25	
195	John McGarvey .....	73	20	46 50	1861— 1862
196	Joseph D. Thomson .....	53	14	23 75	½ 1861— 1862
197	Nicholas Wilson.....	51	20	74 50	
198	Henry Bartley .....	55	23	86 38	1861—½ 1862
199	John Cameron.....	58	15	70 63	1861— 1862
200	Melinda Clarke.....	52	15½	70 19	1861—½ 1862
201	James Brown .....	57	27½	83 00	1862
202	Daniel Callaghan.....	65	30	88 00	1862
203	William Hull.....	57	28½	85 00	½ 1861—½ 1862
204	John McNamara.....	73	13		
205	Daniel O'Connor.....	75	16	Paid in 1863.	
206	James Robinson.....	47	18	64 00	
207	Jane Tyndall.....	58	21	60 25	½ 1861—½ 1862
208	William Bell .....	61	11	45 00	
209	William Brown.....	44	13	39 00	½ 1861—½ 1862
Net amount of Pensions paid in 1862 .....				\$5,437 94	

TABLE O.—GENERAL ABSTRACT.

COUNTIES FROM WHICH THE FOREGOING SUPERANNUATED TEACHERS APPLIED.	RELIGIOUS DENOMINATIONS.	NATIVES OF
Glengarry .....	Church of England and Episcopalian. 69	Ireland .....
Stormont .....	Church of Scotland and Presbyterian. 56	Scotland .....
Dundas .....	Church of Rome .....	England .....
Prescott .....	Methodist .....	Upper Canada.....
Carleton .....	Baptist.....	United States .....
Grenville .....	Congregationalist.....	Lower Canada .....
Leeds .....	"Protestant".....	Wales .....
Manark .....	Universalist.....	Nova Scotia.....
Monfrew .....	Society of Friends .....	New Brunswick.....
Fontenac .....	Christian Disciple.....	Total.....
Addington .....	Second Advent .....	.....209
Prince Edward .....	Not given .....	
Hastings.....		
Northumberland.....		
Durham .....		
Peterborough .....		
Victoria .....		
Ontario .....		
York.....		
Total.....	Total .....	.....209

Of the 209 teachers enumerated, 38 died during or before 1862, 3 were not heard from, 3 resumed teaching, and 1 withdrew from the Fund.

Of the remaining 164, the average length of service as Common School Teachers in Upper Canada was 21½ years.

The average age of each pensioner in 1862 was 66½ years.

There are 155 males and 9 females.

TABLE P.—THE NORMAL, MODEL, GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA, 1862.

DISTRIBUTION OF THE LEGISLATIVE SCHOOL GRANT BY THE EDUCATIONAL DEPARTMENT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT THERETO, AND OTHER MONIES RAISED BY TRUSTEES.

COUNTIES.	Amount of Legislative Aid.										Amount raised from local sources as an equivalent.					1862.		Total.					
	For Common School purposes.					For Grammar School purposes.					For Public School Libraries, maps, apparatus and prizes.					Total from local sources as an equivalent.			Other moneys raised by Trustees and others for Grammar and Common School purposes.	Total from local sources, 1862.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$				cts.		
Glengarry	2378	24	432	00	41	50	407	50	3277	33	2287	00	18	00	2309	00	8748	16	11057	16	14834	49	
Stormont	1862	00	24	00	22	50	280	02	2188	52	1929	00	24	00	1957	60	5813	61	7770	61	9959	13	
Dundas	2008	00	17	00	22	50	135	06	2182	50	1982	00	17	00	1999	00	7112	12	9111	12	11293	68	
Prescott	1630	90	920	00	22	50	59	37	2643	77	2250	00	11	00	2261	00	5620	55	7890	55	10534	32	
Russell	783	00	6	00	.....	.....	.....	789	00	.....	1130	00	6	00	1136	00	1810	42	2946	42	3735	42	
Carleton	3348	20	225	00	83	50	182	14	3969	86	3302	74	121	02	3431	76	16079	29	19511	05	23480	91	
Greyville	2233	00	13	00	.....	.....	176	10	2422	10	2075	00	13	00	2092	00	8872	05	10964	05	13386	15	
Leeds	3639	00	447	00	22	62	223	62	4402	14	3659	01	92	52	3725	52	22305	12	26030	64	30432	78	
Lanark	3275	00	200	00	22	50	362	47	3921	35	3139	90	61	38	3250	28	18132	37	21412	65	25334	00	
Renfrew	2304	25	63	00	.....	.....	100	62	2457	87	1945	00	53	00	2007	00	11259	80	13266	66	15724	73	
Frontenac	2071	50	109	00	.....	.....	216	87	3297	97	2883	00	109	00	2296	60	13122	59	16119	19	19420	61	
Addington	1940	00	71	00	22	50	155	05	2189	05	1953	00	71	00	2024	00	8707	56	10731	56	12920	61	
Lennox	876	00	27	25	20	50	.....	922	75	966	00	71	20	14	00	1007	25	6663	12	6670	37	7593	19
Prince Edward	2156	00	71	20	22	50	180	49	2661	19	2313	00	130	70	2384	20	15362	34	17746	54	20407	73	
Hastings	4135	50	130	70	67	00	182	25	4495	45	3723	00	372	00	3887	70	21812	84	25670	54	30165	99	
Northumberland	3862	00	241	35	88	00	56	63	4250	67	3858	00	244	04	4086	04	25731	36	29817	40	34068	07	
Durham	3585	00	201	00	133	00	64	00	3953	35	3585	00	201	35	3708	35	20542	88	33341	23	37324	58	
Peterborough	2243	50	81	00	19	50	297	14	2791	14	2709	00	81	00	2884	00	12959	39	15843	35	18634	49	
Victoria	2523	00	105	95	19	00	106	24	3373	48	2785	00	105	25	2890	25	15842	32	18732	57	22006	00	
Ontario	4159	00	359	09	87	00	52	81	4957	90	4286	00	359	09	4603	09	32975	79	37578	88	42536	78	
York	6429	50	397	99	112	00	228	75	8383	24	6851	00	397	99	7073	77	25042	17	38115	94	41508	83	
Peel	2873	56	198	77	173	50	147	00	3392	89	2859	00	198	77	3000	00	1376	00	2202	85	3202	85	
Simcoe	4624	00	426	70	58	50	116	56	5226	25	4472	62	426	70	4911	32	32351	53	37262	54	45089	31	
Halton	2319	00	139	67	.....	.....	57	00	2515	67	2381	00	139	67	2470	67	17021	74	19492	61	22038	08	
Wentworth	3331	50	465	00	113	50	19	37	4117	13	3303	00	157	70	3464	76	24558	85	28023	61	32140	74	
Brant	2332	00	251	19	22	50	37	25	3062	94	2393	00	251	19	2648	19	1780	43	20428	62	23491	56	
Lincoln	2198	50	367	00	22	50	136	31	2804	31	2450	00	80	00	2500	00	18734	90	21264	90	24069	63	
Welland	2944	00	62	07	22	00	121	74	2649	81	2539	00	62	07	2601	07	18753	95	21355	92	24004	83	
Haldimand	2336	50	157	10	.....	.....	40	50	2534	10	3110	00	157	10	3297	10	10905	85	23172	45	26706	65	

TABLE P.—THE NORMAL, MODEL, GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA, 1862.—Continued.

DISTRIBUTION OF THE LEGISLATIVE SCHOOL GRANT BY THE EDUCATIONAL DEPARTMENT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT THERETO, AND OTHER MONIES RAISED BY TRUSTEES, &c.

COUNTIES.—Continued.	Amount of Legislative Aid.					Amount raised from local sources as an equivalent.					Total from local sources, 1862.	Grand Total, 1862.
	For Common School purposes.	For Grammar School purposes.	For Public School Libraries, Maps, Apparatus and Prizes.	To Normal School Students.	To Superannuated Teachers.	Total Legislative Aid.	For Common School purposes.	For Public School Libraries, Maps, Apparatus and Prizes.	Subscriptions to Teachers' Funds.	Total from local sources as an equivalent.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Norfolk	3068 50	235 00	155 22	19 50	14 62	2622 84	3651 00	155 22	3206 22	2065 81	23512 03	27134 87
Oxford	4562 00	206 17	266 17	19 50	31 37	4882 04	4562 00	266 17	4832 17	26069 51	34501 68	39383 72
Waterloo	3387 00	419 90	569 06	61 50	71 68	3868 40	3850 00	419 90	4269 90	31853 70	36123 60	39992 00
Wellington	4776 50	266 10	354 64	42 00	83 00	5159 81	5137 00	4 00	9010 66	35627 24	44637 90	50097 74
Grey	4074 00	351 50	266 10	41 50	83 00	4413 78	3570 00	12 00	3928 64	26493 65	33077 83	37491 61
Perth	3591 50	5507 05	616 73	22 50	53 63	6200 83	4611 00	4 06	3928 64	29251 75	36480 39	40351 03
Inuron	3022 83	327 66	327 66	41 00	33 63	3391 49	327 66	21 00	3268 66	14359 11	17607 77	20999 26
Bruce	5361 50	300 00	379 09	66 50	88 87	6195 96	6218 00	379 09	6597 09	4922 09	49519 18	55715 11
Middlesex	3391 00	160 28	160 28	22 50	81 63	3655 41	3399 00	160 28	3559 28	21885 08	25444 26	29099 77
Elgin	3089 75	85 00	85 00	42 00	71 25	3288 00	3399 00	85 00	3084 00	23151 99	26235 99	29323 99
Kent	2171 00	146 81	146 81	61 50	88 87	2768 21	3377 00	146 81	3723 81	23873 15	26398 99	29367 50
Essex	2192 50	41 50	41 50	19 50	2253 50	2253 50	2193 96	41 50	2235 46	12460 61	14696 97	16949 57
Bruce Mines.	50 00				50 00	50 00	2193 96		2235 46	218 00	218 00	268 00
Total	129178 68	6697 00	7477 46	1707 60	4834 61	149914 73	138490 30	7477 46	146234 76	808869 66	1007104 42	1157019 17

CITIZENS.

Toronto	5107 50	1135 00	48 98	128 50	33 30	6311 28	23300 00	46 98	23350 98	8400 79	31751 77	38263 05
Hamilton	2161 50	755 00	5 00	58 00	42 88	3022 38	8100 38	5 00	8105 38	19575 44	19580 44	25062 82
Kingston	1594 50	596 00	220 59	19 50	50 88	2481 47	8000 00	29 69	8029 69	2011 99	10698 96	13130 43
London	1315 50	1160 00	99 61	18 50		2593 61	8000 00	99 61	8099 61	7683 55	15783 46	18377 07
Ottawa	1660 50	950 00	102 00			2712 50	6028 00	102 00	6130 00	8679 29	14809 29	17321 99
Total	11899 50	4590 00	474 18	224 50	127 06	17321 24	45791 38	474 18	46272 56	46351 36	92623 92	109945 16

TOWNS.

Amherstburgh	241 50						241 50				241 50	241 50
Barrie	229 50	825 00		12 00		1066 50	900 00		912 00		3211 00	4205 25
Belleville	710 00	915 00		18 00		1643 00	3539 71		3557 71		521 26	1736 26
Berlin	222 50	467 00	10 03			699 53	2339 16	10 03	3567 19		1414 83	4972 54
Bowmanville	312 00	375 00				687 00	1627 81		2349 19		698 80	3047 90
Brantford	724 00	427 00				1259 88	5175 00		1627 81		1235 61	2863 42
Brockville	470 00	825 00		200 48		1563 48	3000 00		5175 00		1354 33	6529 33
Chatham	578 00	890 00		49 00		1417 00	2500 00		2510 00		3353 74	5092 74
Clifton	145 50					145 50	850 00		850 00		523 79	1373 72
Cobourg	576 50	615 00		64 49		1360 49	2500 00		2564 49		1719 62	4284 11
Collingwood	159 00	62 00		25 00		246 00	240 00		265 00		1197 15	1462 15
Cornwall	220 00	940 00		20 00		1235 37	1300 00		1320 00		934 39	3439 76
Dundas	328 50	340 00		5 05		673 55	1190 13		1195 18		1607 4	2802 65
Galt	352 00	835 00		25 00		1212 00	3238 00		3263 00		8481 51	7956 51
Goderich	371 00	650 00		22 00		1362 38	2500 00		2522 00		1004 86	3526 86
Guelp	574 50	835 00		26 89		1455 89	2600 22		2627 11		3041 54	4889 23
Ingersoll	278 00	533 00				811 00	900 00		900 00		310 00	1214 54
Lindsay	202 00					202 00	310 00		310 00		3301 63	3813 63
Milton	104 00	485 00				589 00	832 28		832 28		900 12	1732 40
Niagara	244 00	400 00		10 00		654 00	316 13		316 13		1820 62	2146 75
Oakville	158 00	445 00				603 00	1040 30		1044 30		856 37	2503 67
Oreousound	254 00	800 00		5 00		1059 00	1203 58		1208 58		211 89	1420 41
Paris	270 50	248 00		6 10		544 10	1671 00		1677 10		874 64	2551 74
Perth	479 00	400 00				905 25	1463 00		1493 00		1370 85	2863 85
Peterborough	438 00	505 00		126 90		1069 90	1418 13		1545 03		2099 59	3384 62
Pictou	236 50	455 00		20 00		711 50	900 00		920 00		1015 53	2647 03
Port Hope	478 00	515 00		65 00		1090 25	1547 46		1616 46		2543 84	5250 09
Prescott	290 50	235 00		15 00		583 25	1453 45		1507 45		1147 11	2654 56
Sandwich	113 00					113 00	215 00		112 75		776 02	888 77
Sarnia	240 00	725 00		33 50		998 50	215 00		248 50		2280 35	3527 35
St. Catharines	730 50	250 00		40 00		1020 50	3450 00		3490 00		644 28	5154 78
St. Thomas	174 50	563 00		10 00		747 50	1160 00		1160 00		432 99	1592 99
Simcoe	213 00	630 00		20 00		863 00	1921 29		1841 29		1973 52	2856 52
Whitby	301 50	800 00		47 66		1149 16	2359 13		2006 79		224 25	3131 04
Windsor	287 00	505 00		24 00		846 35	2000 00		2024 00		118 46	2142 46
Woods Lake	383 00	940 00		53 14		1376 14	1748 99		1802 13		849 25	2688 84
Total	12929 50	18725 00	854 24	156 00	320 76	32185 50	63153 52	954 24	64154 76	47105 87	111260 63	143446 13

VILLAGES.

Arnprior	in Twp.					1684 61	1684 61		1684 61		211 66	1896 27
Ashburnham	114 00					38 00	38 00		38 00		12 49	50 49
Bath	83 00	255 00		19 50		357 50	100 00		100 00		697 00	1054 50
Bradford	110 00	365 00				475 00	94 00		94 00		1342 35	1911 35







TABLE B.—A General Statistical Abstract, exhibiting the comparative State and Progress of Education in Upper Canada, as connected with Universities, Colleges, Academies, Private, Grammar, Common, Normal and Model Schools, from the year 1842 to 1862, inclusive. Compiled from Returns in the Educational Department.

No.	SUBJECTS COMPARED.	1842.	1843.	1844.	1845.	1846.	1847.	1848.
1	Population of Upper Canada .....	486055			622570			725879
2	Population between the ages of five and sixteen years .....	141143			202913	204580	230075	241102
3	Colleges in operation .....	5		5	5	5	6	6
4	County Grammar Schools .....	25		25	31	32	32	33
5	Academies and Private Schools reported .....	44		60	65	80	96	117
6	Normal and Model Schools for Upper Canada .....			2610	2736	2580	2	2
7	Total Common Schools in operation as reported .....	1721					2727	2800
8	Total Roman Catholic Separate Schools .....	No Reports						
9	Free Schools reported in operation (included in No. 7 above) .....	1795		2700	2837	2706	2863	2958
10	Grand Total Educational Establishments in operation in Upper Canada .....	No Reports						
11	Total Students attending Colleges and Universities .....	"	"	"	"	"	700	740
12	Total Pupils attending County Grammar Schools .....	"	"	"	"	"	1000	1115
13	Total Pupils attending Academies and Private Schools .....	"	"	"	"	"	1831	2345
14	Total Students and Pupils attending Normal and Model Schools for Upper Canada .....	65978		96756	110002	101912	124829	130739
15	Total Pupils attending the Common Schools of Upper Canada .....							
16	Total Pupils attending the Roman Catholic Separate Schools .....							
17	Grand Total, Students and Pupils attending Universities, Colleges, Academies, Grammar, Private, Normal, Model and Common Schools .....	65978		96756	110002	101912	128360	135105
18	Total amount paid for the Salaries of Common and Separate School Teachers in U.C. .....	\$166000		\$200856.	\$286056	\$271624	\$310396	\$344276
19	Total amount paid for the erection or repairs of Common and Separate School Houses, and for Libraries and Apparatus, Books, Fuel, Stationery, &c. .....	No Reports						
20	Grand Total paid for Common and Separate School Teachers' Salaries; the erection and repairs of School Houses, and for Libraries and Apparatus .....	"	"	"	"	"	"	"
21	Total amount paid for Grammar School Masters' Salaries .....	"	"	"	"	"	"	"
22	Total amount paid for the erection or repairs of Grammar School Houses .....	"	"	"	"	"	"	"
23	Amount received by other Educational Institutions, &c. .....	"	"	"	"	"	"	"
24	Grand Total paid for Educational purposes in Upper Canada .....				2860	2925	3028	3177
25	Total Common School Teachers in Upper Canada .....						2465	2507
26	Total Male .....						663	670
27	Total Female .....							
28	Average number of months each Common School has been kept open by a qualified Teacher .....			7½	8	8½	8½	9

No Reports for this year were received in consequence of a change in the School Law.

TABLE R, 1862—(Continued.)

No.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.
1	.....	803193	956551	953239	208957	277912	297023	.....	321858	360578	362085	373589	1396001	403302
2	253364	259258	238607	262755	8	9	10	12	12	12	13	13	384980	13
3	39	57	54	60	64	61	65	61	72	75	81	88	86	01
4	157	224	175	181	186	206	307	267	276	301	321	305	337	332
5	2	2	2	3	3	3	3	3	3	4	4	4	4	4
6	2871	3059	2955	2992	3093	3200	3284	3391	2631	3772	3848	3854	3010	3995
7	.....	.....	16	18	32	44	51	81	100	94	105	115	109	109
8	No Reports	252	855	901	1062	1117	1211	1263	1707	1936	2315	2602	2903	3111
9	3076	3349	3239	3262	3386	3526	3710	3815	4094	4258	4372	4379	4459	4354
10	773	684	632	751	756	806	1100	1335	1335	1335	1373	1373	1373	1373
11	1120	2070	2191	2643	3221	4287	3726	3886	4073	4450	4381	4546	4765	4982
12	3648	4063	4557	5684	4440	5173	7584	6920	6523	6372	6182	6408	7361	6784
13	400	370	356	645	735	622	613	772	746	777	718	700	700	700
14	138465	151891	108159	179587	194736	204168	222979	243935	262673	283692	288398	301104	310287	329033
15	.....	.....	.....	.....	.....	.....	4885	7210	9964	9991	12994	14708	13661	14700
16	144406	159078	175895	189310	203888	215356	240917	262858	285314	306626	314246	328839	344117	357572
17	\$353912	\$353716	\$301308	\$428948	\$489764	\$578808	\$680108	\$779080	\$860232	\$777016	\$859325	\$893591	\$918113	\$959776
18	No Reports	\$56756	\$77336	\$100360	\$128072	\$175472	\$219164	\$298428	\$351326	\$265519	\$250721	264183	\$273305	\$272217
19	"	"	"	"	"	"	"	"	"	"	"	"	"	"
20	"	\$410472	\$488644	\$529314	\$617336	\$754340	\$909272	\$1078108	\$1212168	\$1043135	\$1110046	\$1159774	\$1191418	\$1231993
21	"	No Reports	Included in other Educational Institutions.				\$49255	\$47659	\$57552	\$52940	\$61564	\$64005	\$71034	\$73211
22	"	"	"	"	"	"	\$3711	\$8311	\$10708	\$2868	\$7980	\$6037	\$4234	\$7502
23	"	"	\$131336	\$147956	\$150104	\$174016	\$204754	\$192014	\$214849	\$219979	\$210042	\$218632	\$209421	\$222554
24	"	"	\$599980	\$677270	\$767940	\$928356	\$1155992	\$1326092	\$1495267	\$1318922	\$1359582	\$1448448	\$1476107	\$1595240
25	3200	3476	3277	3388	3539	3539	3665	3689	4083	4202	4235	4281	4336	4406
26	2505	2697	2551	2541	2601	2508	2568	2622	2787	2965	3115	3100	3031	3115
27	704	779	726	847	938	1031	997	1367	1296	1237	1120	1181	1365	1291
28	1	0 <sup>1</sup> / <sub>1</sub>	9 <sup>1</sup> / <sub>8</sub>	9 <sup>1</sup> / <sub>5</sub>	9 <sup>1</sup> / <sub>8</sub>	9 <sup>1</sup> / <sub>8</sub>	9 <sup>1</sup> / <sub>8</sub>	10	10	10 <sup>1</sup> / <sub>4</sub>				

\* Balances due but not collected were included until 1858, but from that date Nos. 18, 19, 20, 21, 22 and 24, represent actual payments only. If we add to the Grand Total (21) the unexpended balances, we should have an available sum of \$1703216 for Educational purposes during 1862; and for 1861, \$1670024—the increase in 1862 being \$33182.

NOTE.—The Returns in the foregoing Table, up to the year 1847, are not very complete; but since that period they have been sufficiently so to establish data by which to compare our yearly progress in Educational matters. The Returns are now pretty extensive, and embrace all Institutions of Learning, from the Common School up to the University; but hitherto the sources of information regarding this latter class of Institutions have been rather private than official, which should not be the case. The Annual Report of a Department of Public Instruction should present, in one comprehensive tabular view, the actual state and progress of all our Educational Institutions—Primary, Intermediate, and Superior.

TABLE S.—(Statement No. 1.)—THE GRANTS TO GRAMMAR AND COMMON SCHOOLS IN UPPER CANADA, 1862.

LEGISLATIVE APPORTIONMENT TO COMMON SCHOOLS.					
MUNICIPALITIES.	Amount Paid.	Amount Unpaid.	AMOUNT OF APPORTIONMENT FOR 1862.		
			To Common Schools.	To Separate Schools.	Total.
<i>Counties.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glengarry .....	2405 50	23 50	2243 00	191 00	2434 00
Stormont .....	1862 00		1862 00		1862 00
Dundas .....	1988 00		1988 00		1988 00
Prescott .....	1634 00		1498 00	136 00	1634 00
Russell .....	792 36		783 00	9 36	792 36
Carleton .....	3354 80		3304 00	50 80	3354 80
Grenville .....	2227 00	23 00	2223 00	27 00	2250 00
Leeds .....	3629 00		3629 00		3629 00
Lanark .....	3215 00		3207 00	8 00	3215 00
Renfrew .....	2171 00		2159 00	12 00	2171 00
Frontenac .....	2847 00	32 00	2735 00	144 00	2879 00
Addington .....	1944 00		1895 00	49 00	1944 00
Lennox .....	876 00		876 00		876 00
Prince Edward .....	2138 50	21 50	2117 00	43 00	2160 00
Hastings .....	4131 00		4090 00	41 00	4131 00
Northumberland .....	3862 00		3838 00	24 00	3862 00
Durham .....	3585 00		3585 00		3585 00
Peterborough .....	2242 00		2216 00	26 00	2242 00
Victoria .....	2423 00		2423 00		2423 00
Ontario .....	4159 00	77 00	4236 00		4236 00
York .....	6432 00		6317 00	115 00	6432 00
Peel .....	2859 00		2831 00	28 00	2859 00
Simcoe .....	4598 00		4556 00	42 00	4598 00
Halton .....	2349 00		2349 00		2349 00
Wentworth .....	3327 00		3303 00	24 00	3327 00
Brant .....	2332 00	36 00	2368 00		2368 00
Lincoln .....	2203 00		2141 00	62 00	2203 00
Welland .....	2244 00		2244 00		2244 00
Haldimand .....	2341 00	13 00	2315 00	39 00	2354 00
Norfolk .....	3070 00		3051 00	19 00	3070 00
Oxford .....	4562 00		4562 00		4562 00
Waterloo .....	3383 00		3242 00	141 00	3383 00
Wellington .....	4783 50	36 50	4579 00	241 00	4820 00
Grey .....	4068 00	37 86	3956 00	149 86	4105 86
Perth .....	3593 00		3570 00	23 00	3593 00
Huron .....	5492 95		5452 00	40 95	5492 95
Bruce .....	2948 00	24 00	2917 00	55 00	2972 00
Middlesex .....	5376 00		5319 00	57 00	5376 00
Elgin .....	3391 00		3391 00		3391 00
Kent .....	3118 73		2999 00	119 73	3118 73
Lambton .....	2471 00		2471 00		2471 00
Essex .....	2185 00	34 00	2150 00	69 00	2219 00
District of Algoma .....		208 00	208 00		208 00
	128613 34	571 36	127198 00	1986 70	129184 70
<i>Cities.</i>					
Toronto .....	5153 00		3558 00	1595 00	5153 00
Hamilton .....	2195 00		1779 00	416 00	2195 00
Kingston .....	1580 00		1123 00	457 00	1580 00
London .....	1327 00		1160 00	167 00	1327 00
Ottawa .....	1686 00		682 00	1004 00	1686 00
	11941 00		8302 00	3639 00	11941 00

TABLE S.—(Statement No. 1.)—THE GRANTS TO GRAMMAR AND COMMON SCHOOLS IN UPPER CANADA, 1862.—(Continued.)

## LEGISLATIVE APPORTIONMENT TO COMMON SCHOOLS.

MUNICIPALITIES.	Amount Paid.	Amount Unpaid.	AMOUNT OF APPORTIONMENT FOR 1862.		
			To Common Schools.	To Separate Schools.	Total.
<i>Towns.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Amherstburgh.....	265 00		124 00	141 00	265 00
Barrie.....	244 00		152 00	92 00	244 00
Belleville.....	721 00		532 00	189 00	721 00
Berlin.....	224 00		198 00	26 00	224 00
Bowmanville.....	312 00		312 00		312 00
Bramford.....	717 00		608 00	109 00	717 00
Brockville.....	472 00		352 00	120 00	472 00
Chatham.....	512 00		466 00	46 00	512 00
Clifton.....	148 00		101 00	47 00	148 00
Cobourg.....	572 00		452 00	120 00	572 00
Collingwood.....	159 00		159 00		159 00
Cornwall.....	220 00		220 00		220 00
Dundas.....	327 00		202 00	125 00	327 00
Galt.....	352 00		352 00		352 00
Goderich.....	371 00		371 00		371 00
Guelph.....	583 00		441 00	142 00	583 00
Ingersoll.....	291 00		221 00	70 00	291 00
Lindsay.....	219 00		90 00	129 00	219 00
Milton.....	104 00		104 00		104 00
Niagara.....	238 00		174 00	64 00	238 00
Onkville.....	166 00		118 00	48 00	166 00
Owen Sound.....	254 00		254 00		254 00
Paris.....	272 00		227 00	45 00	272 00
Perth.....	283 00		219 00	64 00	283 00
Peterborough.....	457 00		323 00	134 00	457 00
Pictou.....	237 00		169 00	68 00	237 00
Port Hope.....	478 00		478 00		478 00
Prescott.....	297 00		162 00	135 00	297 00
Sandwich.....	113 00		113 00		113 00
Sarnia.....	240 00		240 00		240 00
St. Catharines.....	722 00		485 00	237 00	722 00
St. Thomas.....	164 00	23 00	164 00	23 00	187 00
Simcoe.....	213 00		213 00		213 00
Whitby.....	310 00		269 00	41 00	310 00
Windsor.....	287 00		237 00		287 00
Woodstock.....	383 00		383 00		383 00
	11927 00	23 00	9735 00	2215 00	11950 00
<i>Incorporated Villages.</i>					
Ashturnham.....	114 00		114 00		114 00
Bath.....	83 00		83 00		83 00
Bradford.....	110 00		110 00		110 00
Brampton.....	187 00		187 00		187 00
Brighton.....	135 00		135 00		135 00
Caledonia.....	133 00		133 00		133 00
Cayuga.....	87 00		87 00		87 00
Chippewa.....	125 00		125 00		125 00
Clinton.....	115 00		115 00		115 00
Colborne.....	92 00		92 00		92 00
Dunnville.....	145 00		145 00		145 00
Elora.....	106 00	13 00	196 00	13 00	119 00
Embro.....	63 00		63 00		63 00
Fergus.....	128 00		112 00	16 00	128 00
Fort Erie.....	94 00		65 00	29 00	94 00

TABLE S.—(Statement No. 1.)—THE GRANTS TO GRAMMAR AND COMMON SCHOOLS IN UPPER CANADA, 1862.—(Continued.)

LEGISLATIVE APPORTIONMENT TO COMMON SCHOOLS.					
MUNICIPALITIES.	Amount Paid.	Amount Unpaid.	AMOUNT OF APPORTIONMENT FOR 1862.		
			To Common Schools.	To Separate Schools.	Total.
<i>Incorporated Villages.—(Continued.)</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hawkesbury .....	144 00		144 00		144 00
Hespeler .....	69 00		69 00		69 00
Holland Landing .....	85 00		85 00		85 00
Iroquois .....	71 00		71 00		71 00
Kemptville .....	122 00		122 00		122 00
Kincardine .....	112 00		112 00		112 00
Merrickville .....	124 00		104 00	20 00	124 00
Mitchell .....	139 00		139 00		139 00
Morrisburg .....	98 00		98 00		98 00
Napanee .....	203 00		187 00	16 00	203 00
Newburgh .....	110 00		110 00		110 00
Newcastle .....	118 00		118 00		118 00
New Hamburg .....	99 00		99 00		99 00
Newmarket .....	159 00		109 00	50 00	159 00
Oshawa .....	231 00		173 00	58 00	231 00
Pembroke .....	73 00		73 00		73 00
Portsmouth .....	102 00		70 00	32 00	102 00
Preston .....	176 00		146 00	30 00	176 00
Renfrew .....	80 00		80 00		80 00
Richmond .....		59 00	59 00		59 00
Smiths Falls .....	130 00		130 00		130 00
Southampton .....	70 00		70 00		70 00
Stirling .....	86 00		86 00		86 00
St. Mary's .....	319 00		319 00		319 00
Stratford .....	323 00		323 00		323 00
Strathroy .....	86 00		86 00		86 00
Streetsville .....	83 00		83 00		83 00
Thorold .....	185 00		131 00	54 00	185 00
Trenton .....	160 00		92 00	68 00	160 00
Vienna .....	104 00		104 00		104 00
Waterloo .....	146 00		146 00		146 00
Welland .....	83 00		83 00		83 00
Yorkville .....	180 00		180 00		180 00
	5987 00	72 00	5673 00	336 00	6059 00
<b>RECAPITULATION.</b>					
Counties and Districts .....	128613 34	571 36	127198 00	1986 70	129184 70
Cities .....	11941 00		8302 00	3639 00	11941 00
Towns .....	11927 00	23 00	9735 00	2215 00	11950 00
Villages .....	5987 00	72 00	5673 00	336 00	6059 00
	158468 34	666 36	150908 00	8226 70	159134 70

TABLE S.—(Continued.)

(Statement No. 2.)—THE UPPER CANADA GRAMMAR SCHOOL FUND, 1862.

COUNTY MUNICIPALITIES.	Amount paid.	Amount unpaid.	Amount of Apportionment.
	\$ cts.	\$ cts.	\$ cts.
Stormont, Dundas, and Glengarry.....	1754 00	.....	1754 00
Prescott and Russell.....	920 00	.....	920 00
Carleton.....	1250 00	.....	1250 00
Leeds and Grenville.....	1482 00	318 00	1800 00
Lanark and Renfrew.....	1010 00	600 00	1610 00
Frontenac, Lennox, and Addington.....	1726 00	254 00	1980 00
Prince Edward.....	686 00	200 00	886 00
Hastings.....	1249 00	177 00	1426 00
Northumberland and Durham.....	2240 00	.....	2240 00
Peterborough and Victoria.....	1510 00	.....	1510 00
Ontario.....	1370 00	.....	1370 00
York and Peel.....	3470 00	.....	3470 00
Simcoe.....	1377 00	62 00	1439 00
Halton.....	930 00	.....	930 00
Wentworth.....	1540 00	.....	1540 00
Brant.....	1082 00	.....	1082 00
Lincoln.....	1043 00	.....	1043 00
Welland.....	880 00	300 00	1180 00
Haldimand.....	950 00	.....	950 00
Norfolk.....	966 00	100 00	1066 00
Oxford.....	1466 00	.....	1466 00
Waterloo.....	1304 00	.....	1304 00
Wellington.....	1504 00	.....	1504 00
Grey.....	800 00	.....	800 00
Perth.....	1260 00	.....	1260 00
Huron and Bruce.....	1400 00	.....	1400 00
Middlesex.....	1750 00	.....	1750 00
Elgin.....	946 00	200 00	1146 00
Kent.....	825 00	75 00	900 00
Lambton.....	700 00	.....	700 00
Essex.....	560 00	.....	560 00
	39950 00	2286 00	42236 00

## RECAPITULATION.

SERVICE.	Amount paid up to April, 1863, on account of '62.	Amount unpaid.	Amount of Apportionment.
	\$ cts.	\$ cts.	\$ cts.
Common and Separate Schools.....	158468 34	666 36	159134 70
Grammar Schools.....	39950 00	2286 00	42236 00
Poor Schools, (as detailed in account, Table V, Statement No. 2, page 90.).....	609 00	.....	609 00
	199027 34	2952 36	201979 70

TABLE T.—THE ACCOUNTS OF THE EDUCATIONAL DEPARTMENT FOR 1862.  
(Statement No. 1.)—LEGISLATIVE GRANT TO COMMON SCHOOLS.

(U. C. Consolidated Statutes, 22 Victoria, Chapter 64, Section 106.)

1862.	EXPENDITURE.	Amount.		EXPENDITURE.	Amount.	
		\$ cts.	\$ cts.		\$ cts.	\$ cts.
Jan'y 1 to Dec. 31	By sundry payments to the following Municipalities :			TOWNS.—(Continued.)		
	COUNTIES.			Goderich .....	371 00	
	Stormont, Dundas and Glen- garry .....	6093 00		Guelph .....	441 00	
	Prescott and Russell .....	2281 00		Ingersoll .....	221 00	
	Carleton .....	3304 00		Lindsay .....	90 00	
	Leeds and Grenville .....	5829 00		Milton .....	104 00	
	Lanark and Renfrew .....	5386 00		Niagara .....	174 00	
	Frontenac, Lennox and Ad- dington .....	5508 00		Oakville .....	118 00	
	Prince Edward .....	2117 00		Owensound .....	254 00	
	Hastings .....	4090 00		Paris .....	227 00	
	Northumberland & Durham ..	7423 00		Perth, (including \$195 for '61)	414 00	
	Peterborough & Victoria .....	4639 00		Peterborough .....	323 00	
	Ontario .....	4159 00		Pictou .....	169 00	
	York & Peel .....	9148 00		Port Hope .....	478 00	
	Simcoe .....	4556 00		Prescott .....	162 00	
	Halton .....	2349 00		Sandwich .....	113 00	
	Wentworth .....	3303 00		Sarnia .....	240 00	
	Brant .....	2332 00		St. Catharines .....	485 00	
	Lincoln .....	2141 00		St. Thomas .....	164 00	
	Welland .....	2244 00		Simcoe .....	213 00	
	Haldimand .....	2302 00		Whitby .....	269 00	
	Norfolk .....	3051 00		Windsor .....	287 00	
	Oxford .....	4562 00		Woodstock .....	383 00	
	Waterloo .....	3242 00				9930 00
	Wellington .....	4579 00		VILLAGES.		
	Grey .....	3944 00		Ashburnham .....	114 00	
	Perth .....	3570 00		Bath .....	83 00	
	Huron and Bruce .....	8369 00		Bradford .....	110 00	
	Middlesex .....	5319 00		Brampton .....	187 00	
	Elgin .....	3391 00		Brighton .....	135 00	
	Kent .....	2999 00		Caledonia .....	133 00	
	Lambton .....	2471 00		Cayuga .....	87 00	
	Essex .....	2150 00		Chippewa .....	125 00	
			126829 00	Clinton .....	115 00	
	CITIES.			Colborne .....	92 00	
	Toronto .....	3558 00		Dunnville .....	145 00	
	Hamilton .....	1779 00		Elora .....	106 00	
	Kingston .....	1123 00		Embro .....	63 00	
	London .....	1160 00		Fergus .....	112 00	
	Ottawa .....	682 00		Fort Erie .....	65 00	
			8202 00	Hawkesbury .....	144 00	
	TOWNS.			Hespeler .....	69 00	
	Amherstburgh .....	124 00		Holland Landing .....	85 00	
	Barrie .....	152 00		Iroquois .....	71 00	
	Belleville .....	532 00		Kemptville .....	122 00	
	Berlin .....	198 00		Kincardine .....	112 00	
	Bowmanville .....	312 00		Merrickville .....	104 00	
	Brantford .....	608 00		Mitcheil .....	139 00	
	Brockville .....	352 00		Morrisburg .....	98 00	
	Chatham .....	468 00		Napanee .....	187 00	
	Clifton .....	101 00		Newburgh .....	110 00	
	Cobourg .....	452 00		Newcastle .....	118 00	
	Collingwood .....	159 00		New Hamburg .....	59 00	
	Cornwall .....	220 00		Newmarket .....	109 00	
	Dundas .....	202 00		Oshawa .....	173 00	
	Galt .....	352 00		Pembroke .....	73 00	
				Portsmouth .....	70 00	
				Preston .....	146 00	
				Renfrew .....	80 00	
				Smith's Falls .....	130 00	
				Southampton .....	70 00	

TABLE T.—THE ACCOUNTS OF THE EDUCATIONAL DEPARTMENT, &C.—*Cont'd.*  
Statement No. 1.—(Continued.)

1862.	EXPENDITURE.	Amount.		EXPENDITURE.	Amount.	
		\$ cts.	cts.		\$ cts.	\$ cts.
	VILLAGES.—(Continued.)	\$	cts.	VILLAGES.—(Continued.)	\$	\$ cts.
	Stirling .....	86	00	Welland .....	33	00
	St. Marys Blanchard.....	319	00	Yorkville .....	180	00
	Stratford .....	323	00			5614 00
	Strathroy .....	86	00			150675 00
	Streetsville .....	83	00	By Balance unexpended		
	Thorold .....	131	00	on Dec. 31 .....		3403 09
	Trenton .....	92	00			154078 09
	Vienna .....	104	00			
	Waterloo.....	140	00			
1862.		RECEIPTS.			Amount.	
					\$ cts.	\$ cts.
January 1	To Balance unexpended per account of 1861.....					3095 09
July 5	" Proportion of Warrant for this service .....			145906	00	
October 31	" Amount returned from County Hastings. ....			77	00	
December 5	" Proportion of Warrant for this service.....			5000	00	
						150983 00
						154078 09

Statement No. 2.—POOR SCHOOL FUND.

[U. C. Consolidated Statutes, 22 Victoria, chapter 64, section 120.]

1862	EXPENDITURE.	AMOUNT.		EXPENDITURE.	AMOUNT.	
		\$ cts.	\$ cts.		\$ cts.	\$ cts.
Jan'y 1	By Payments to Various	\$	\$	Frontenac, Lennox and Ad-	\$	\$
to	Counties in aid of the fol-			dington :		
Dec. 31	lowing schools:—			Anglesea & Barrie, No. 3.	15	00
	<i>Stormont Dundas &amp; Glengarry.</i>			Kennebec .....	50	00
	Winchester No. 5 & 14.....		20 00	Olden, No. 2.....	10	00
	<i>Carleton :</i>			Oso, No. 2.....	15	00
	Gower North, No. 9.....		10 00	Do No. 4.....	15	00
	<i>Leeds &amp; Grenville :</i>					105 00
	Bustard, No. 13.....		10 00	<i>Peterborough &amp; Victoria :</i>		
	<i>Lanark &amp; Renfrew :</i>			Bexley and Laxton.....		100 00
	Bugot, No. 1.....	20	00	<i>Simcoe :</i>		
	Do No. 6.....	15	00	Nottawasaga, No. 12 .....		15 00
	Brougham, No. 2.....	15	00	<i>Grey :</i>		
	Dalhousie, No. 9.....	12	00	Normanby, No. 2.....	15	00
	Darling, No. 1.....	8	00	Do No. 12.....	15	00
	Do No. 4.....	9	00			30 00
	Lavant, No. 1.....	8	00	<i>Huron &amp; Bruce :</i>		
	Ross, No. 2.....	15	00	Biddulph, No. 10.....	10	00
	Do No. 4.....	15	00	Bruce, No. 8.....	20	00
	Do No. 5.....	20	00	Do No. 7.....	15	00
	Sebastopol, No. 1.....	10	00	Bruce & Kincardine, No. 1.	30	00
	Sherbrooke South, No. 2...	13	00	McGillivray, No. 9.....	10	00
	Westmeath, No. 4.....	12	00			85 00
	Do No. 10.....	12	00	<i>Bruce Mines :</i>		
			184 00	By Balance unexpended		609 00
				on Dec. 31 .....		1869 93



TABLE T.—ACCOUNTS OF THE EDUCATIONAL DEPARTMENT, &amp;c.—Continued.

Statement No. 4.—Continued.

1862.	RECEIPTS.	AMOUNT.
Feb. 22.....	To proportion of warrant for this service.....	\$ cts. 10000 00
May 30.....	do do do .....	6000 00
July 5.....	do do do .....	22332 00
		\$38332 00

Statement No. 5.—MODEL GRAMMAR SCHOOL, and Examiners and Inspectors of Grammar Schools.

[U. C. Consolidated Statutes, Chapter 64, section 120, clause 1.]

1862.	RECEIPTS.	AMOUNT.	EXPENDITURE.	AMOUNT.
May 1.	To Warrant for the Extra Grant (by Order in Council) for the Model Grammar School, out of the unexpended balance of the appropriation for libraries and apparatus, for 1861...	\$ cts. \$ cts. 2000 00	By Balance per account of 1861.....	\$ cts. \$ cts. 1196 64
"	Warrants for the Grants to the Model Grammar School for 1862, \$4,000 and \$2,000.....	6000 00	" Salaries and wages, Model Grammar School.....	7212 75
"	Warrant for Balance of Grant for Inspectors, for 1861.....	500 00	" Books, Apparatus, and School Requisites.....	98 51
"	Warrant for Grant for Inspectors, for 1862.....	1000 00	" Adverting and Printing.....	88 75
"	Model Grammar School Fees:		" Light, water and Fuel....	613 50
	First quarter to 31st March.....	1284 00	" Premium on Insurance....	150 00
	Second quarter to 30th June.....	373 00	" Furniture, Repairs and Contingencies.....	266 02
	Third quarter to 30th September.....	426 00	" Aid granted to facilitate the attendance of students in training for grammar schoolmasterships, \$1 each per week.....	405 50
	Fourth quarter to 31st December.....	1101 00	" T. J. Robertson, Esq., M.A., Chairman of Committee of Examiners for 1862.....	60 00
		9500 00	" The Rev. W. Ormiston, D.D., Inspector of Grammar Schools, and Secretary of the Committee of Examiners, balance for 1861, \$70, and from 1st January to 30th Sept., 1862, \$375.....	445 00
		3184 50	" The Rev. W. F. Checkley, B. A., Inspector of Grammar Schools for 1862.....	250 00
			" The Rev. J. Ambery, M.A., Inspector of Grammar Schools, balance for 1861, \$180, on account of 1862, \$125.....	305 00
			By Balance unexpended on Dec. 31.....	11109 67
				1574 83
Total.....		12684 50	Total.....	12684 59

\* The Expenditure for the Model Grammar School being.....\$8833 03  
And the fees..... 3184 50

The net expenses of the school for 1862 were.....\$5648 53



TABLE T.—ACCOUNTS OF THE EDUCATIONAL DEPARTMENT, &c.—*Continued.*  
Statement No. 8.—SUPERANNUATED TEACHERS.  
(U. C. Consolidated Statutes, Chapter 64, Sections 120.)

1861.	RECEIPTS.	Amount.		EXPENDITURE.	Amount.	
		\$ cts.	\$ cts.		\$ cts.	\$ cts.
Jan'y 1	To Balance unexpended per account of 1861 .....		145 92	By payments during the year, on account of 1861 and 1862, as per Table O, p. 70 .....	5437 94	
	To proportion of Warrants received for this service.....	4000 00		By subscriptions returned to unsuccessful applicants and others withdrawing from the Fund.....		149 00
	To subscriptions during the year .....	318 00				5586 94
			4318 00			
			4463 92			
Decr. 31.	To Balance .....		1123 02			
	Total .....		5586 94	Total .....		5586 94

Statement No. 9.—JOURNAL OF EDUCATION FOR UPPER CANADA.  
(U. C. Consolidated Statutes, Chapter 64, Section 120.)

1862.	RECEIPTS.	AMOUNT.		1862.	EXPENDITURE.	AMOUNT.	
		\$ cts.	\$ cts.			\$ cts.	\$ cts.
Jan. 1	To Balance unexpended per acct of 1861.....		1145 28	Jan. 1	By Printing and Mailing the "Journal of Education" for 1862, and for the miscellaneous expenses of the publication.....		2056 60
Dec.31	" Proportion of Warrant received for this service .....	950 00		Dec.31	" Balance unexpended.....		106 54
	" Subscriptions and other receipts.....	67 86					\$2163 14
			1017 86				
			\$2163 14				

Statement No. 10.—EDUCATIONAL MUSEUM, LIBRARY AND PRACTICAL SCIENCE FUND.  
(U. C. Consolidated Statutes, Chapter 64, Section 120.)

1862.	RECEIPTS.	Amount.		EXPENDITURE.	Amount.	
		\$ cts.	\$ cts.		\$ cts.	\$ cts.
Jan'y 1	To Balance unexpended per account of 1861 .....		3890 89	Jan. 1 to Dec. 31.		
	To amount received for a bust damaged .....	1 50		By Books for Library, purchased in England.....	39 82	
	To proceeds Photographs of the Statuary, sold.....	9 07		" Books, Pamphlets, Periodicals and Engravings, purchased in Toronto.....	626 37	
			10 57	" J. Moser, Painting Walls and Ceiling of Statuary Room in Fresco .....	504 00	
				" P. Power, carpenter's work .....	184 37	
				" T. Phillips, wood carving .....	12 00	
				" G. Harding, Plumber's work .....	30 25	
				" A. Hamilton, glass for pictures, and painting ...	173 87	
				" Maclear & Co., picture framing .....	61 33	
				" Scrubbing Rooms.....	60 00	
				" Premium on Insurance ...	190 50	1882 51
				By Bal. unexp'ded on Dec. 31 .....		2018 95
	Total.....		3901 46			\$3901 46

TABLE T.—ACCOUNTS OF THE EDUCATIONAL DEPARTMENT, &amp;C.—Continued.

## Statement No. 11.—TRUST FUND.

1862	RECEIPTS.	Amount.		1862	EXPENDITURE.	Amount.	
		\$ cts.	\$ cts.			* \$ cts.	\$ cts.
Jan'y 1	To balance unexpended per account of 1861.....		92 77	April 10	By County of Hastings De- benture for \$100 .....	88 00	
" 9	To interest on Debentures, per Bank of Upper Canada.....	38 61		Dec. 31	By balance unexpended .....	87 99	
July 1	do do do .....	38 61					
Oct. 4	do do do .....	6 00					
			83 22				
	Total.....		175 99		Total.....	175 99	

**TABLE T.—THE ACCOUNTS OF THE EDUCATIONAL DEPARTMENT FOR UPPER CANADA, 1862.—(Continued.)**  
 Statement No. 12.—DEPARTMENTAL BALANCE SHEET for the Year Ending 31st December, 1862.

RECEIPTS.		EXPENDITURE.		
Balance 1st January,	Receipts during the year.	Balance 1st January.	Expenditure during the year.	Total Expenditure.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
3095 69	150233 00	150675 00	150675 00	150675 00
2478 82	7469 81	609 00	609 00	609 00
845 33	3522 00	7836 68	7836 68	7836 68
	13531 59	35604 00	35604 00	36416 66
	17119 22	812 66	812 66	11109 67
	36441 06	1196 64	4913 03	17031 03
145 22	4348 49	757 91	16273 12	37087 81
1145 28	1517 86	14636 46	22451 35	5586 94
3890 89	10 57		2056 00	2056 00
92 77	83 22		1882 51	1882 51
			88 00	88 00
11694 81	270810 43	17403 67	252970 23	270379 90
				12164 34
				282544 24

NAMES OF THE DIFFERENT ACCOUNTS.

- Statement No. 1.—Common School Grant.....
- " No. 2.—Poor School Fund.....
- " No. 3.—Roman Catholic Separate Schools.....
- " No. 4.—Grammar School Fund.....
- " No. 5.—Wesley Grammar Schools and Inspectors.....
- " No. 6.—Normal and Model Schools.....
- " No. 7.—Laboratory, Maps and Apparatus.....
- " No. 8.—Superintending Teachers.....
- " No. 9.—Journal of Education.....
- " No. 10.—Educational Museum and Library.....
- " No. 11.—Trust Funds.....

Balance, 31st December, 1862.....

Total.....

APPENDICES TO THE ANNUAL REPORT  
OF THE  
NORMAL, MODEL, GRAMMAR,  
AND  
COMMON SCHOOLS  
IN UPPER CANADA,  
FOR THE YEAR 1862.

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APPENDIX A.

EXTRACTS FROM THE REPORTS OF THE LOCAL SUPERINTENDENTS OF COMMON SCHOOLS  
AND BOARDS OF SCHOOL TRUSTEES IN UPPER CANADA, RELATIVE TO THE STATE  
AND PROGRESS OF EDUCATION IN THEIR RESPECTIVE TOWNSHIPS, CITIES, TOWNS  
AND VILLAGES, FOR THE YEAR 1862.

I. COUNTY OF GLENGARRY.

1. *Angus McDonell, Esquire, Kenyon.*—In forwarding my Annual Report, it affords me great pleasure to state, that, with one exception, all the schools of this Township have been in excellent operation, and well attended during the whole year, and that the average attendance of pupils increased so much, that the number of children who received no education this year is hardly worth noticing. I may also remark that 16 school-houses of suitable dimensions have been erected and completed in this township during the last five years. This speaks well for the lively and active interest that Trustees take in the educational advantages of the young people of this township. Accept my thanks, and those of the Trustees for your prompt replies to all our queries during the past year.

II. COUNTY OF STORMONT.

2. *The Reverend Alexander Matheson, Osnabruck.*—Accompanying this I send you my Annual Report. It would afford me much pleasure could I only, conscientiously, give a more flattering account of our schools. I find that there are many drawbacks to the successful working of our admirable school system: There is a great want of able and experienced teachers. This arises chiefly from the want of enlightened and liberal views on the part of many of our Trustees and people;—instead of looking upon the best teacher as the cheapest, they look upon the cheapest teacher as the best. Another great drawback is the want of suitable school-houses, and the apparatus necessary to carry on successfully the work of instruction. But while I cannot help referring to these things, I am obliged to say, that during the past year, not a few of our schools have made a decided improvement. The Free School system is becoming more popular. There is also a greater desire to build commodious school-houses as soon as possible. I am sorry to say that the school-house in section No. 3,—a good brick house—has been burnt down lately. All our schools have been in operation last year, and the attendance in many very good. By the report you will see that a large number of those who are of school age, do not attend

instruction ; this I attribute principally to the indifference of parents. Owing to the pressure of hard times, almost nothing has been done during the year as regards supplying our schools with maps, apparatus, &c. But I trust something will soon be done. Could we only persuade the masses that education is a great boon to the country, we would soon see a change.

3. *The Reverend Donald Gordon, Roxborough.*—In transmitting my report of another year, I have much pleasure in stating that a considerable advance has been made in the cause of education, in all the schools under my supervision during the past year.—Some eight or ten of the pupils of the previous year passed the Board of Instruction with some credit, and have enrolled themselves in the list of teachers, under the insignia of 2nd class, with the exception of two, who felt themselves more than happy in securing 3rd class certificates, and it is only proper that I should notice in this connexion, that the standard of qualification in the Board of Education in Cornwall, of which I have the honor to be a member, is pretty high ; the examinations are conducted in writing and with strictness. I am happy to say that all the schools in Roxborough, except two, are free schools, and these two are partly free. I hope another year will find no exceptions with regard to this matter. We have now but six of the old school-houses in the township, and I have reason to believe that the number will be lessened during the present year. All the schools, except two, were in full operation during the past year ; these two were vacant for six months owing to the prevalence of small pox and other diseases in the neighborhood. I regret that I have to repeat my complaint anent school apparatus, such as globes, &c., &c., also the inefficiency of the great majority of our Trustees. There is a slight improvement here, and I trust ere long the improvement will be decided as a consequence of the introduction of *young and better blood into the system*. The interest felt by the people in educational matters is deepening ; nevertheless, a pretext on the part of not a few, is easily found for keeping children from school, such as "hard times," occasional differences both with Teachers and Trustees, but in most cases the real cause of non-attendance is want of appreciation on the part of parents themselves. The Journal of Education is welcomed, and is a haven of good where it is received.

### III. COUNTY OF DUNDAS.

4. *John McLaughlin, Esquire, Williamsburg.*—In transmitting to you my Annual Report, I have little of importance to add to those of my former Reports. All the schools under my superintendence are progressing in proportion to the literary grade of the teachers. Permit me to remark here, that the general failure of the crop in this part of the country has obliged the people to hire cheap teachers, and the work performed by this class requires no comments. I have still to express my regret, that local improvements and other pecuniary demands absorb all the public moneys to the total exclusion of an item for a public library. You will see from my report that the great and vital importance of invoking the Divine Blessing on the teacher's work is yet unknown by too many of our schools, and but nominally professed by some. In a former report I gave my opinion of the teacher of youth, who would, in the very teeth of the nineteenth century, and in the meridian blaze of Divine light, attempt to give instruction to the youth of our country without imploring the blessing of Heaven on the instruction about to be given : and I here reiterate, that no teacher should receive a farthing of the Legislative grant who would not consider it his duty, independent of legal requirements, to invoke the blessing of Heaven morning and evening on the instructions about to be given and those received. An avowed infidel would, unblushingly, and without scruple, lift up his head in society, and walk among men, if permitted to be a teacher, as Satan appeared among the sons of God ; but surely none of our teachers, if he properly considered his position in society, and saw the searching eye of true Christianity upon him scanning his every move, would think of neglecting morning and evening prayers among the young, who looked up to him as the proper model for present and future imitation. This subject should be taken up by every superintendent who finds this important duty neglected. The banner of the great atonement should be unfurled in every school, and the little ones taught, that nestling under its sacred folds, true knowledge, peace and safety are to be found.

## IV. COUNTY OF RUSSELL.

5. *James McCaul, Esquire, Clarence.*—I cannot report much improvement in the schools in this township during the past year, and chiefly owing to the Trustees employing an inferior class of teachers, because they could be got cheaper. The attendance is also very irregular, owing to the carelessness of parents and guardians. Many children could not attend, owing to their residing too far from the school. The Council has made a re-division of the township, so that there are now ten school sections in the township, and many that were cut off from all access to a school-house will have an opportunity afforded of attending school. The libraries in School Sections 1, 2 and 3, are of much benefit; the books are kept in accordance with the regulations. All the schools are continued on the free system, the people, with few exceptions, being in favor of it.

## V. COUNTY OF CARLETON.

6. *The Reverend William Lohead, Gloucester.*—The cause of Education makes steady progress in the Township of Gloucester. Sections Nos. 8, 9, 10 and 13 are well furnished with maps. Two teachers are from the Normal School; six hold first class certificates, and no one is employed holding a third class certificate of qualification. The County Board of Public Instruction use printed questions; and have during the past year, spent two days at each meeting, subjecting the candidates to a more thorough and searching examination than ever before, and raising the standard considerably. Upwards of one-fourth of the children of school age are not found in any school. This is a state of things deeply to be deplored. It is to be accounted for partly by the extent of the sections—many of the younger children on the extreme boundaries being unable to attend—partly by the poverty of the parents, but chiefly their carelessness or indifference. Only four sections have furnished themselves with libraries from the department. Only one of these sections, No. 13, seems to value and improve the privilege; that one section having made 420 separate applications for books, while the other three made, respectively, 23, 50, and 54 applications. With the present year Separate Schools cease to exist in this township. Several years ago, there were two Roman Catholic Separate Schools; for three years one Roman Catholic Separate School existed. During the last three years there has been no Roman Catholic, and only one Protestant Separate School. That one now ceases to exist. It is formed into a new section, No. 19. Whatever the clergy may think of Separate Schools, the laity of all denominations are sick of them; they foster sectarian prejudices, are burdensome to the people, and serve no good end. So far as I know, the people generally regard with serious apprehension the attempt that has been made to build up Sectarian Colleges at the expense of the University Fund, and to grant public money to sectarian schools in towns. Your name has become illustrious in connection with the rapid advancement of education in Canada, on the non-sectarian principle. It is to be feared that the establishment of sectarian schools, whether Roman Catholic or Protestant, will inscribe "Ichabod" upon our Provincial system of Common Schools.

7. *The Reverend James Whyte, Osgoode.*—The past year has been one of very satisfactory progress in the education of the youth of this township. The schools have been all free except one. Trustees have been more attentive to the interests of their various schools. Blackboards, maps, and apparatus, have been increased. Two new school-houses have been erected—one log, in a very poor section, and the other stone, well finished outside, and furnished with maps, &c., inside. Section No. 11 has joined with the Metcalfe Grammar School, newly established. I have pressed upon the attention of the scholars the benefits arising from regular attendance, and yet a large number do not attend. A general examination of all the scholars in the township was held in December last, and prizes to the amount of \$28.00 distributed. The good results, both to teachers and pupils, are very apparent, giving encouragement to the Town Council to repeat the donation for a similar purpose in 1863.

## VI. COUNTY OF GRENVILLE.

8. *James Clapperton, Esquire, Augusta.*—The cause of non-attendance of the children at school is, that some parents keep their children at home, in order to make them assist

them on their farms; but the chief cause is indifference or want of interest in their children's education. There has been no religious instruction given to the scholars in school, but what was imparted by the teachers. The revised method for the examination of teachers is followed. The examination questions are not printed. We have only one Section Library in our township. The books are covered, numbered, labelled, and the regulations observed. The youth in the section, I am informed, are acquiring quite a taste for reading, and it is to be hoped, that by the perusal of the books, they will improve in knowledge and virtue. Our schools have all been in operation during the greater part of the year. As you will observe by the report, the average attendance has been eleven months and six days. This is owing to the large amount of Clergy Reserve money being distributed amongst them, by means of which the schools can now be carried on with a comparatively small amount of taxation on property. It is expected that in a few years our schools will be entirely free by means of further grants of the Clergy Reserve Fund. We had sixteen free schools during last year. Our people are beginning to be more reconciled to be taxed for educational purposes. I am still of opinion that our schools could be carried on more harmoniously if the Free School system was established by legislative enactment, as it would then prevent all contentions or ill feelings at the annual meetings.

9. *The Reverend William B. Imrie, Edwardsburgh.*—I had occasion, at a former period, to state the misfortune our townships suffered by the burning of its excellent library—a loss, I regret to say, that has not been repaired—the only books remaining being loaned to Trustees by the township librarian at the time of the fire. The diversity of school books, the want of maps and apparatus are great drawbacks to the spread of a liberal education among the young, and now that these requisites are within the reach of all, *their use should be made imperative.* The distribution of prizes is almost unknown. In a few sections the teachers seem to have infused a lively spirit into their pupils by the force of personal efforts and example, and in consequence examinations are well attended, and give much satisfaction. I regret to have to state that the welfare of two or three sections is much impaired by want of harmony among the Trustees, causing frequent changes of teachers, interruptions to the exercises of the school, and the appointment of cheap and inexperienced teachers. Complaint is made by them, and, indeed, by many others, that for several years they have received no school manual, and in many respects are ignorant of the duties required of them. In one section they have had two meetings for the purpose of electing a Trustee without as yet obtaining one against whose election something objectionable has not been found and complained of. Of this last I have already had to communicate with your Department. With these exceptions, however, I am pleased to state that progress is being made, and it is to be hoped that the wise distribution of the Clergy Reserve Fund (the interest of which for the use of schools is this year \$22.92 to each school, or in all \$498.32) will result in the introduction of many improvements.

#### VII. COUNTY OF LEEDS.

10. *Lewis Chipman, Esquire, Bastard and Burgess South.*—You will perceive by my report that in these townships 19 schools have been in operation during the past year, and 14 of that number have been conducted on the Free School system. The average time during which the schools have been kept open is 11 1-19 months. We have better school-houses than formerly, and seven school-rooms are supplied with maps. We have several efficient teachers employed, and as a municipality, I think we are progressing favorably in the matter of common school education.

11. *Seabury Scovil, Esquire, Yonge and Escott Rear.*—I may state, in general, that the inhabitants of this township take quite an interest in the education of their children. It is a settled principle that their children must receive the rudiments of a common English education at least. More attention is paid to the study of English grammar than formerly, and our schools are in a sound and healthy condition. The cause of non-attendance, as mentioned in my report, is partly the neglect of parents. So admirably is the township laid out in school sections, that I do not know a single family who could not avail themselves of the advantages of a school if they were so disposed. There is one school library; the books are covered and labelled, and general regulations complied with. The Trustees

of school section No. 3 availed themselves, during the past year, of the advantages offered by the Chief Superintendent for procuring maps for the benefit of their school, and their school-house has a fine and animated appearance. Prizes have not been distributed in the schools in this township, but I hope by another year to be able to inform you that such has been the case. Too much praise cannot be given to the rate-payers and trustees of school section No. 6, or the central school, as it is called. The noble example set by them will, I hope, be imitated by others. Besides supporting their common school, they support a very efficient and flourishing grammar school under the superintendence of Mr. Tarbell, M. A., who appears to be well qualified to discharge the important duties of a teacher. At the recent meeting of the County Board of Public Instruction, circuit No. 5, United Counties of Leeds and Grenville, about eighty presented themselves for examination, and of the five first-class certificates granted, four were to students of the Farmersville grammar school. I regret that more students from the Normal School do not find their way to this part of Canada; they would be well received, and would find employment in preference to any other class of teachers. Permit me, Reverend Sir, to return you my thanks for the promptness and dispatch with which I received any information I required from your department during the year.

12. *Myles Young, Esquire, Crosby South.*—There are nine schools in operation in this township, some of which are in a very prosperous condition; but the majority, I am sorry to say, are in a backward and unsatisfactory state.

The people, in general, seem not to have a just appreciation of the advantages of a good education, and therefore do not manifest that interest in the schools necessary to their effective working. In two or three of the sections, however, a commendable zeal is exhibited in employing efficient teachers, &c.; but there are no maps used except in one school.

There is no common school or public library in this township.

A new school-house has been erected in school section No. 5, at a cost of \$800; it is a fine brick building, and very creditable to the neighborhood.

13. *The Reverend C. F. Denroche, Leeds and Lansdowne Rear.*—The causes of non-attendance are various: dissatisfaction of parents with the teacher; variance with Trustees as to school business; pupils kept at home to assist in home labor; carelessness; indulgence; with other necessary and unnecessary causes. The revised programme for County Board Examinations is used, but the questions are not printed. The schools here work finely. Matters, however, might be improved if people could be induced to give a higher salary for a better teacher. The bad economy of employing an inferior teacher at small wages seems to be the order of the day with many of our Trustees. The true economy of hiring a good teacher who can do a teacher's duty to the children, and paying him a good salary that he may work with a good heart, and willingly do his duty, does not appear to be acted upon very generally; I fear we have too much (popularly so called) cheap teaching.

#### VIII. COUNTY OF LANARK.

14. *John A. Murdoch, Esquire, Bathurst, &c.*—From my Report you will find that the free schools are becoming more and more numerous, and getting more and more into favor. Out of 52 sections which reported, 38 were entirely free. In a section in which there are a good many saw and grist mills, the proprietors at first strenuously opposed a free school, from the idea that it would be more to their advantage to have a school supported by rate bill. They got their wish last year; but they have been greatly disappointed to find that the school, from being numerously attended, dwindled down, as a rate bill school, to a few scholars. Consequently the school drew a very small share of the school fund, and thus lost two or three dollars on every child that was absent from school. At the last annual section meeting it was again voted a free school, and the benches are now crowded with children. Men of property begin to realize the fact, that even as a matter of dollars and cents, it is much cheaper for them to have a school free. Trustees are also saved a vast deal of unnecessary trouble. It is also much better for the children, who have then no object thrown in their way of receiving the blessings of a good common school.

education. Some complain that though the school be free, yet all the children who might, do not attend, and express a wish that some means might be devised to compel their parents to send them to school, and it is proposed to levy a small tax on such parents as neglect their duty to their children in this respect, and to place in the hands of trustees the power to look after stray children. This would be giving the trustees a power which would not at all times, I fear, be used with impartiality and discretion. When our school laws first came into force, high words were frequently bandied about free schools and other school matters. Latterly, however, I am happy to say that the proceedings of our annual school section meetings usually pass off with great harmony and good feeling. The working of our excellent school laws are every year getting better understood, and the blessings and advantages of education better appreciated. The introduction of a compulsory system into country schools would, in all probability, be productive of more mischief than good, by stirring up discord, and a bitter feeling of resentment through the whole community. In regard to separate schools it is much to be regretted that an agitation should be got up for their extension. In country places an efficient separate school cannot be established, as people are too much scattered. It is quite enough to have to support *one* school. There is but one separate school within my limits, and that originated entirely from the obstinacy of certain Trustees, in insisting on the teacher opening and closing the school with prayer, contrary to the wishes of certain parties. When the difficulty came before me, I recommended the teacher to omit prayers in the morning, but to close with prayer, allowing the children of those who objected, to depart before beginning. My advice was not taken, and the Roman Catholics started a separate school, but it is very weak; and then when the mischief was done, prayers were discontinued altogether in the common school. Roman Catholics claim the right to teach their prayers to their own children. The Presbyterians again object to set forms of prayer. When such a disturbance took place in Bathurst (the teacher prayed extemporaneously), ten Roman Catholic children were withdrawn from the school, but they all returned on the teacher adopting the plan I proposed, of only closing with prayer. To establish harmony and concord in our common schools, Trustees ought to be men of sense, and when a difficulty occurs, they should yield to the wishes or prejudices of parents, who may differ from them in their religious opinions. There is very little sense in trying to force prayers on any one. Children of every denomination can meet together on the same grounds in learning, reading, writing, arithmetic, geography, &c., and then those who have been schoolfellows together, when they meet in after life, meet and act towards each other as brothers, irrespective of creed or country.

15. *The Reverend John McKinnon, Beckwith.*—I know of no cause for the non-attendance of some children in this township, except the want of a sufficient interest on the part of their parents. The revised programme for the County Board examinations is observed, and the questions are printed for the examinations in December, when the larger number of candidates is examined. I regret that there are so few common school libraries, and I fear that the books of those which do exist are not very much read by the people in general. Very few prizes have been awarded to pupils attending the schools in this township; but in one or two instances where they have been given, the influence has been stimulating upon those who have competed for them.

16. *The Reverend John Bell Worrell, Elmsley North.*—Of the subjects directed “to be answered in the general remarks,” or the printed form of the Annual Report, there is only one which I intend this year to avail myself of the opportunity of commenting upon; *i. e.*, the non-attendance of children at school. By reference to the report which has been duly forwarded, you will perceive that I have very imperfect information supplied me by the several teachers; but as I have had the honor of being trusted by the County Council with the Local Superintendency of schools for the Township of North Elmsley for the last thirteen years, I think I am quite able to supply any want of information on this point by my own observation. The fact is that the amount of non-attendance in the Township is almost nothing; and I believe that this state of things is brought about by the adoption, for several years, of the free school system. And to my mind, this supplies an argument in favor of the system, sufficient to counterbalance all objections that can be brought against it. Some years ago I gave expression, in a report, to an opinion that it might not

be injudicious to compel parents to send their children, within certain ages, to the public schools, and this opinion was found fault with by some with whom I am generally accustomed to agree in such matters. However, I can see no reasonable objection to the use of compulsion; but when I find that the thing can be effected, in the country, by the free school system, I most cheerfully yield up my opinion. In cities, towns, and villages, perhaps if the energies of religious bodies were called forth, by a legal provision to allow them to have separate schools, they might succeed in accomplishing the desirable object of extending education without compulsory means. And, as a clergyman of many years' experience in the ministry of the United Church of England and Ireland, which has ever signalized itself in its efforts to impart sound religious education to the people, I would respectfully submit my opinion and wish that this might be conceded. For undeniably those persons, who, hinder all our present efforts in towns, &c., to bring them under the influence of education, are also just the persons who require most continual religious supervision. However, I repeat my belief in the free school system, and suggest that the time has arrived when it might, by legal enactment, be made the only system.

17. *The Reverend Solomon Mylne, Montague*—There is nothing calling for special remark in the state of the schools for 1862. Owing to the great snow storms of the early months of the past year, the attendance of the children was much lessened. I have some grounds for believing that parents are taking a deeper interest in the education of their children; but in some cases the sections are too small, and so they are not able to support a good teacher, and the children feel disinclined to go to school. In other cases I hear that children are so fond of their teacher that they will not stay at home. We examine the teachers *viva voce*. I am in favor of this method, as I believe it benefits them much more. I am sorry to find attempts made every session to break up our admirable system of education. Our present system is regarded by the people as a decided blessing to the community, and it is very annoying to have it changed from year to year. Few prizes were given, as they are not favorably regarded by a great many. Numerous complaints are made to me about the "Journal of Education" not coming to hand.

18. *The Reverend Alexander Mann, Pakenham*.—During the last year, the business in four schools in this Township was conducted in such a manner as to give general satisfaction. The qualifications of the teachers were highly respectable, and their exertions for the good of their pupils were not only successful, but duly appreciated. In the other three schools the results were less satisfactory. This was partly occasioned by unfortunate misunderstandings between the teachers and influential persons in their respective sections. As regards the non-attendance of children of school age, Trustees report that this proceeded from indifference on the part of parents and guardians. I, however, am of a different opinion. It appears to me, that some children of under-age were prevented from going to school, because they resided at a great distance from the school-house, and that others of maturer years were necessarily kept at home to assist in agricultural and other labour. With respect to religious instruction, the rules have been only partially observed. The parties concerned generally find it more convenient to discharge duty relative to this in the Sabbath School, or in such other way as may seem to them best calculated to serve the intended purpose. The revised programme for County Board examinations has been observed. The questions, however, have not been printed; but most of them were prepared before being proposed to candidates for certificates. Trustees report that the regulations concerning school libraries have been strictly observed. I am aware, however, that some of the books are not in such a condition as could be desired, from injury sustained for want of binding. Comparatively few volumes, as appears from the reports of Trustees, were taken from the libraries last year, because the reading portion of this township had formerly read all the books which they considered to be useful or interesting. The reports of Trustees in regard to the number of libraries, and the volumes which they contain, are not in every instance complete. And I regret to state that it has not been in my power, for want of time, to supply the deficiency, as the reports of Trustees were, in most cases, forwarded to me, and I had no opportunity of obtaining the lacking information from the only persons by whom it could be correctly given. In reference to the distribution of

prizes, I have to state that the teachers who gave prizes think that they exerted a beneficial influence; and it appears to me that their opinion is perfectly correct.

19. *The Reverend John McMorine, Ramsay.*—The schools under my superintendence have been in operation during the past year. Teachers are now very plentiful in the neighborhood, there being more than can find situations. Those who obtain situations seldom continue long in the same school. In two of the sections the teachers have been selected for a course of years. Teachers that thus keep their ground are generally the best, and their schools are the most prosperous. Six of the common school teachers in Ramsay are married, and have families. The want of a dwelling house attached to the schools is felt by such to be a great loss and a great perplexity. They are almost as likely to have to shift at the end of the year as any other. Their greater anxiety to remain stationary is sometimes, we fear, taken advantage of to press a reduction of salary. The bad crops for the past year, and the great reduction in the price of pork, have so crippled the means of farmers and others dependent on them, that there has been a general attempt to reduce the salaries of teachers for the current year, and, I believe, in some cases with success. Some have gained their object by engaging female teachers instead of male; and others by taking young and inexperienced teachers, instead of those of longer standing and of established reputations. In the free schools, where a majority of the Trustees have no families of school age, self-interest sometimes makes cheapness the great object. We have known teachers, nearly useless, engaged under such circumstances. The parents have the remedy in their own hands, for such Trustees should not be chosen. But the sympathies of too many besides such Trustees are on the side of cheapness. Weak sections sometimes complain to me, that the present mode of apportionment of school monies tends rather to depress than encourage them, as almost all the Government assistance is swallowed up by the stronger sections, in consequence of the vastly superior number of pupils that attend the schools in the latter sections. I have now only to answer the queries that are reserved for the general remarks in the printed forms. Indifference of parents, chiefly, sometimes dissatisfaction with the teacher, sometimes quarrels and disputes in the section, are the cause of non-attendance. The schools are generally opened with prayer, and the Bible or Testament is read. There are one or two exceptions, where Roman Catholics are mixed with Protestants. The revised programme for County Board examinations is observed, and the examination questions are printed. With respect to school libraries, the employment of teachers as librarians leads to some relaxation in observing the rules. The books are read, but the result is not very apparent. There is still too much drinking in the township. The distribution of prizes is resorted to in some schools, and invariably gives more life and encouragement to the work of the school.

#### IX. COUNTY OF RENFREW.

20. *George Brown Esquire, Admaston.*—In my general remarks on the progress of education in this township, I have to state as follows:—1st. That the general regulations in regard to religious instruction, in three of the schools of this township, are followed by a good result. 2nd. That the revised programme for County Board Examinations is observed, but that the questions are not printed. 3rd. That the books of the Common School libraries are covered, labelled, and numbered. 4th. That the influence which the libraries exert in the neighborhoods in which they exist, is and must be good, although they are not so extensively read as I could wish. I endeavor to impress on the minds of the people and Trustee Corporations the importance of adding to the number of the volumes in their libraries where they are formed, and the formation of new libraries in the school sections where they have not yet been established, so as to increase the circulation of useful knowledge, and encourage a taste for reading in the adult population. Our liberal and philanthropic Government deserves the thanks of every lover of his country for the generous encouragement they give to accomplish this most desirable end. 5th. I have not yet been able to convince the Trustee Corporations of the great benefits that would result from the distribution of prizes. The people are, in general, poor in recently settled townships such as Admaston, but this and other incentives to emulation, progress and improvement, will take place as soon as their circumstances will permit. Upon the whole I have much

pleasure in stating, that in this township we are making progress and improvement, which must be principally ascribed to our present excellent system of education: the hitherto successful results arising from which every Canadian may well feel proud of.

21. *John Horton, Esquire, Ross.*—I am to state that generally *indifference, negligence* and *indigence* are the causes of non-attendance. If any, the library is productive of happy results in some cases. The books, I think, are kept in pretty good order.

22. *The Reverend Michael Byrne, Algona, Bromley, Brudenell and Grattan.*—As I remarked in my former reports, these townships are but comparatively lately organized, and consequently, the Trustees in many cases not being sufficiently posted in the school law, can be got to give but very imperfect reports to the local superintendent; and hence the annual reports which I send may be found defective in some points. However, I have embodied all the information I could possibly obtain, and hope it will be found satisfactory. The books used in the schools are all authorized versions. As to the attendance of the children at school, I am indeed surprised that they attend so well, seeing that the winter is so severe, the roads so bad, and in many cases the parents so poor that they are unable to procure suitable clothing for them. It is not in many cases that prizes are distributed, and where such is the case, it but too often happens that a spirit of jealousy amongst those not receiving any, counteracts, to a certain extent, the good results which would otherwise accrue. I think the County Board is sufficiently strict in observing the programme for the examination of teachers. The questions are not printed.

23. *The Reverend William Tomblin, Westmeath.*—The state of business in this part of the country, during the past year, has been very unfavorable to the prosperity of our schools. The depression in the lumber trade, the staple of this section, together with the injury done to the crops by the drought, the insects, and the early frost, have thrown many persons into deep poverty. Many farmers have nothing to sell and have to buy their bread; while labour is not always to be obtained, and is but poorly remunerated. These things, rather than indifference to education, account for the non-attendance of such a number of children, their parents being unable to furnish them with suitable clothing, shoes, books, &c. The authorized text-book on geography has scarcely been introduced, owing to the foregoing facts, its price being double the price of that of Morse's. Some of our teachers endeavor to supply the lack by short lectures, and exercises on the maps. The returns of school moneys are not very correct,—some of the poorest and newest sections not having Trustees capable of system in book-keeping. If the report be sent back, it is likely to be returned again more unintelligible than ever. If I carry it back, the probability is that the person knowing most about the matter is far away in the woods, and that all the auditors can tell is, that they believe everything to have been done honestly. In this respect there will, of course, be improvement.—The prescribed course of study is generally adopted; but some modifications are thought necessary by our teachers, when children attend so irregularly, and for so short a period as is sometimes the case. The religious instruction of the pupils, on the plan recommended by the Council of Public Instruction, is not practicable in this new country, but is left to parents, to Bible classes, and to Sabbath schools. I regret that so little is done with our libraries. Effort is needed here, as the novelty of the matter is over. Some visible good has followed the delivery of public lectures, though, unfortunately, the persons most needing their influence are difficult to be reached. I cannot learn that a public lecture has been attempted here before; what were called such being merely addresses to the children at the close of a visitatorial examination. I expect to send, before long, for a seal for the only section that is without one. It is gratifying to find that the schools were all free, during 1862 or nearly so; and that the class of teachers is a little higher than formerly.

#### X. COUNTY OF FRONTENAC.

24. *Elisha Mc Coy, Esquire, Hinchinbrooke and Kennebec.*—I am happy to say that education is making some progress in the Townships of Hinchinbrooke and Kennebec; and though we labour under many disadvantages, we look forward to the time, with bright prospects, when the children of the back townships will compete with those of the frontier part of our country. The disadvantages are these: First, a great many of the scholars live

at remote distances from the schools, and perhaps some distance from the main road, and in winter they cannot get to school on account of bad roads, and the people being generally poor, cannot keep the schools up all the year round, and consequently some of the children are deprived of the blessings of an education. I may say that there are others kept out of school through neglect of parents, who have never had an education themselves, and think their children can do without it likewise. But while we find some who are careless about educating their children, there are others who take an active interest in the cause of education, and are doing all they can to propagate its principles. For my own part I have endeavoured to discharge my duties as a local Superintendant, and am convinced that my labour has not been in vain. I have urged upon the Trustees of the different sections to hire competent teachers, in order that the foundation of education may be properly laid; for when the foundation is properly laid, it is easy to build upon it. I think for the future that our Trustees will do better than they have done, that is, in hiring incompetent teachers, because they teach for small salaries. Some of them are determined to hire good teachers, if they are to be had; for, say they, it is a waste of money and time to hire teachers who are either incompetent or too slothful to do their duty as teachers. I have tried also to encourage the teachers to do their duty as far as possible, for I consider it is my duty as long as I am in office to propagate the principles of education as far as I can, and in any way that I can. There were two schools started last year, one in Kennebec and one in Hinchinbrooke, but through mismanagement they failed, and consequently do not appear in the Annual Report; they will, however, be in operation this year. The grant of fifty dollars to the poor schools of Kennebec has proved a great benefit to them, for by it they have been encouraged to start their schools, and have kept them up over six months. The teachers that were employed in Kennebec have done nobly; many scholars, who scarcely knew their letters, can now read and write with considerable facility. I hope that the cause of education may progress, until the rising generation of the country may enjoy the inestimable blessing of a liberal education.

25. *John Canning, Esquire, Olden.*—In this township, religious instruction has not been imparted according to the regulations. It has not been practicable to carry out the recent suggested improvements with respect to County Board Examinations. I can give no opinion in regard to the influence of prizes, as we have had no examinations, therefore no prizes have been awarded. We have another school-house nearly completed, for Section No. 3, which I hope will be in operation soon.

26. *George Malone, Esquire, Wolfe Island.*—My staff of teachers, I must say, is very efficient, and the schools generally in a thriving way. There is some trouble here, in respect to separate schools, but I hope the people will see their error. A little forbearance, and a few mutual concessions from both parties, will, I am sure, restore harmony amongst us. The answer to the query as to the cause of non-attendance, is, as usual, indifference of parents; and as this is the invariable answer, I must bow, contrary, however, to my own convictions. Our township library, I am sorry to say, is not much used, so that its influence in the neighbourhood cannot be extensive. The revised programme for County Board Examinations is observed, and the questions are printed.

27. *Joseph Purdy, Esquire, Portland.*—I have great pleasure in stating, that there has been a visible improvement in the schools in this township during the past year. The teachers now employed devote themselves faithfully to their work as a general thing. Some of our schools are in a very prosperous state. The free school system is now adopted in every section in the township. The schools here, with but three or four exceptions, are destitute of maps, globes, tablet lessons, &c., which mitigates against the progress of education materially. I have been using my influence during the year with the school authorities, to get them to procure a supply for the schools, but I have not succeeded in this particular as well as I could have wished. I still hope, however, that we will soon have the school-houses in the locality furnished with suitable school apparatus. The causes of non-attendance at school are various, though it is generally attributed to indifference. I am satisfied that the rate bill caused some persons to keep their children at home, but now that our schools are all free, I hope to see them better attended.

## XI. COUNTY OF ADDINGTON.\*

28. *C. Skene, Esquire, Amherst Island.*—Upon the whole I am satisfied with the progress made by the pupils and the method pursued by the teachers, particularly when I consider that, owing to the apathy of parents, many of the children attend irregularly. At my visits the pupils were examined, partly by the teacher and partly by myself, without any printed programme. There is no library attached to any school on the Island, but there is a good township library free to all. Prizes were given at the public examination in the fall, and I think they had a good effect, although only three months' notice was given. I have, however, memorialized the Township Council on the subject, and I think they will give prizes this year and longer notice.

29. *William Cunningham, Esquire, Camden East.*—The cause assigned for the non-attendance of children at school is always carelessness of parents; but from my own observations I am persuaded that there are other causes than that, among which I will just refer to the following: In some sections the Trustees don't work harmoniously together, and it frequently happens that two of the Trustees will conspire against their colleague, and from selfish motives, employ a teacher who may be obnoxious to a large proportion of the people, who will immediately withdraw their children from the school entirely. Another cause of non-attendance is the fixing of a monthly rate on the children, a fact which will appear from the following. In the summer I visited what was once a flourishing school, and was astonished to find just *three* children. On enquiring the cause, I was informed that there were a number of rate-payers in the section, whose families were grown up, and had managed to get a rate on the children: the result as stated above. I visited the school in January last, and was agreeably surprised to find more than forty children, and on enquiry, found that at the annual meeting, it was decided to have a free school for this year. I consider the above a strong argument in favour of free schools. I might mention other causes, such as distance from school, *want of books*, poor and dilapidated school houses, &c. You will observe that in Section 15 the school is not in operation. This was once a good section, but it has been ruined by the establishment of a separate school, and now the Protestant children of the section have to travel a long distance to the neighboring sections and pay a heavy rate bill, or receive no instruction whatever. The latter is generally the case. I wish to remark here, that the supply of teachers is now in excess of the demand, and that Trustees are beginning to take advantage of teachers on that account, and to cut down the salary. In general, the cheapest teacher is preferred, but it frequently happens that he who teaches the cheapest is dearest in the end. The salary paid in some of the sections is not enough to supply the teacher with the necessaries of life. In one instance, I found the teacher boarding at home and teaching for seven dollars a month. The Trustees who conduct or manage the affairs of the sections always prefer the cheapest; and it cannot be expected that education will be appreciated, when not one of the three Trustees can sign his own name, which is actually the case in some instances. You will say this is not a very flattering state of affairs; but I am glad to be able to inform you that it is by no means general, for the majority of the schools are in a flourishing condition, and education is progressing. I have visited every school in the township once, and quite a number of them twice, and before the expiration of my year I expect to visit those which I have not already visited the second time. In regard to lecturing, I find it impossible in many places to get the people to turn out. I believe my Reverend predecessor was correct when he told me that I might expect to find lecturing a failure. I have distributed prizes in several schools, and before the expiration of my first year, I hope I shall have distributed prizes in every school in the township. The supply which I received from the Department was not more than half enough. I believe that the distribution of prizes has the effect of producing emulation among the children, and that what is spent on the purchase of such is well spent. The examination questions for the County Board are printed. I find that, although with many honorable exceptions, the most inveterate enemies of our excellent system of education are those whose families are grown up, and who do not intend to send any children to school in future. And as all the actions of such men are tinctured with selfishness, they would sweep out of existence everything which drags their resources for support,—yes, and reduce us to a state of bar-

\* For Mr. Le Richeux's letter on the Townships of Anglesea and Kaladar, see page 136.

barism, sooner than contribute to the support of a system which is second to none in the world. I regret to inform you that in some sections discord is the ruling order of the day.

30. *Absalom H. Johnson, Esquire, M. D., Sheffield.*—My residence in the township being of short duration, and having entered into the office of Superintendent only a short time ago, I am not prepared to give much information to the Department respecting the manner in which the schools are conducted. I may just state, however, that the township of Sheffield, in many parts, is but newly settled, and the people in those parts, though industrious, are considerably straitened in their circumstances, which may, in part, account for the non-attendance indicated by the report. Although I am not prepared to say to what extent indifference of parents and guardians deteriorates the progress of education in this township, yet I fear there is not that interest taken, or those efforts put forth for the promotion of schools and the attainment of knowledge, which should characterize so highly favored a people as the intelligent inhabitants of Canada. The Free School system is adopted through the township with but one exception, and works admirably. The religious exercises recommended by the Board of Public Instruction are attended to in nearly all the schools with good effects. The revised programme for the County Board Examinations is adopted, and the examination questions are printed. Prizes have not been given to any extent in the schools; in the flourishing and very interesting village of Tamworth, however, where a large and commodious school-house has been erected during the past year, prizes have been given at each of the last two or three examinations, and have operated very favorably in stimulating the children to new exertions.

31. *Samuel D. Clark, Esquire, Ernestown.*—In connection with the statistical report of Common Schools for this township (after having compared notes and made a careful retrospect of the past), I think I may justly say there has been a satisfactory improvement in our school matters during the past year. If we are not advancing as rapidly as we could wish, we are advancing surely and steadily. I find that although two sections, heretofore reported in this township, have been attached to another, and consequently reported in another report, and we regret to say that one populous section has failed to keep up a school during any part of the year for want of a suitable house, yet we are able to report quite a large increase of attendance during the past year. The free system is gaining ground slowly but surely. I have not been able to detect a single case of immorality in pupils or teachers in connection with any of our schools during the past year. The Scriptures are used in all our schools, and the teachers seem to have applied themselves with diligence to their work, and I can discover a marked and satisfactory improvement in many of the classes. Irregularity of attendance interferes very much with the uniform advancement of pupils. Doubtless in some cases this arises from necessity, but I fear in many cases from want of due interest (on the part of parents) in their children's education. You will observe quite a large number reported as not attending any school, mostly from two sections; in the one case, as I before intimated, from want of any school to attend in their section this difficulty no longer exists; in the other cases various causes are assigned, indifference being a prominent one. Authorized books are almost universally used; yet there is too much variety. Some of the schools are introducing Sangster's Arithmetic (which, by the way, I think should, and doubtless will be generally used) and Lovell's General Geography, though the price of the latter seems to stand in the way of its general adoption. I regret to say that the first School Library is yet to be reported. I feel assured that if suitable reading matter could be placed within the reach of those just leaving our schools for the more responsible duties of life, so that they could follow up the instruction given at school, reading habits would be formed and great good would result to all classes of the community, far surpassing all the expense and trouble. And I am confident that there are many in our townships who would gladly avail themselves of the liberality of the Government in this particular, but others think it unfair to be compelled to bear any share of the expense, and so the matter rests. Our invested Clergy Reserve money increases from year to year, and for the half year ending the 31st of December, 1862, the interest amounted to the nice sum of \$437.32. We have no separate schools to report, although we have among us those who are members of the Roman Catholic Church. Yet they cheerfully send their children with their Protestant neighbors' to the Common

Schools, not to have their religious faith interferred with, but to receive that instruction and to seek those qualifications that will fit them to act with each other to carry out the laws and requirements of a free country, where every man may enjoy his own religious faith under his own vine and fig tree, none daring to molest or make him afraid. I feel that it is a pity that this should not be generally the case. Harmony has almost universally prevailed, there having been no cases of arbitration during the year. The school law is coming to be better understood and appreciated; and while there are always to be found clogs in society, and those who would retrograde rather than advance, yet the great mass of the people would be sorry to see any inroads made upon that system of education which is justly the boast of every true Canadian. May the Divine blessing rest upon yourself and family, and upon all interested in the welfare of our rising generation; without which blessing all our efforts will be futile.

## XII. COUNTY OF LENNOX.

32. *The Reverend D. Sweet, Richmond.*—In transmitting my first annual report for the township of Richmond, I have the honor to state that the schools under my charge are at present in a prosperous condition. The attendance at the schools for the last half of the year was small, but since the commencement of the new year they have taken a new impetus. As you will perceive by my report, the returns from the township library show it to be in a bad condition. It has not been replenished since it was obtained from the Department, and as a natural consequence is becoming *stale*. Very few books have been taken out during the year; in fact, in several of the sections, the library has not been open to the public. The revised programme is observed, and the examination questions are printed in these counties. The general regulations in regard to religious instruction are only in part observed; still I trust that the teachers employed are possessed of a high degree of moral culture, and will, no doubt, exert a very beneficial influence upon the minds of the children. The schools are *mostly free*, and I trust that I shall soon be enabled to report *free schools* throughout the entire township. And I would further say, that I trust the time is not far distant when this vexed question of how shall the expenses of the school be provided for shall be settled by Parliamentary enactment, throwing open every common school in the Province to any and all who may see fit to attend. There is another matter to which I would call your attention, namely, the time of holding the annual meeting. I cannot speak for any other township, but with us, as a general rule, it takes place at a very inconvenient time of the year. The teachers' term of service generally expires at the close of the year. The Trustees often wish to consult the wishes of the parents at the annual meeting, leaving the school vacant for perhaps two or three weeks in January. Now this could easily be remedied by changing the time of holding the annual meeting to the 31st day of January. I merely suggest *this*—perhaps, however, it would not be for the best.

## XIII. COUNTY OF PRINCE EDWARD.

33. *J. B. Denton, Esquire, County of Prince Edward.*—I beg leave to forward the school reports of the County of Prince Edward for your inspection, and though they present nothing differing very perceptibly from those of former years, I think I am justified in saying that the schools throughout the country are gradually improving. Were it not, I am convinced, for the frequent change of teachers, I would be able to present you with a much more satisfactory account of the progress of learning in this locality; but, notwithstanding, I am satisfied that the efforts of both employers and teachers to smooth the road to knowledge, are more skillfully directed than formerly. People here, in general, are becoming more reconciled to many of the provisions of the School Act, and those who formerly opposed the school system of the present time, are beginning to acknowledge its adaptability to the wants of humanity. This is a step in the right direction; but it yet remains for them to comprehend the necessity of making their agreements with the teachers for a longer period, and of making a greater distinction between ability, and comparative inexperience and incompetency. In examining my report you will perceive quite a number reported in the non-attendance column; most of them, I think, are children who are considered too young by their parents or guardians to attend any school. Every facility is

afforded poor children to attend the common schools of this county, and inducements are frequently held out to the parents of such, for the purpose of creating an interest in the education of their children. In regard to religious instruction in the schools under my charge, it amounts to very little, the people apparently considering the development of the religious elements of their children's minds much safer under the guidance of their spiritual advisers than with the man who deals in ratio and proportion. The system of granting prizes in our schools can scarcely be said to have any effect in a general sense, from the limited number of schools in which it is practised. As far as I have been able to judge, in the few instances of granting prizes to which my attention has been directed, I should certainly pronounce them a decided failure, and far from realizing the objects, unalloyed, for which they were intended. The only two townships possessing school libraries, to any extent, are Athol and Sophiasburgh, and the state of the books, so far as I am capable of judging, is satisfactory; I fear almost too much so, particularly in the former township, as many of them are seldom or never used. The books in the Sophiasburgh library appear to be in a rather confused state, owing, I think, to there not being a sufficient interest of late taken by the reading community to compensate the librarian for his trouble in looking after them. You will perceive there are a few sections reported as not receiving the Journal of Education, and you are doubtless aware if the journal is mailed to their address. If it is, the fault lies with the Trustees, I presume, in not looking after it till it is sent away to the dead-letter office by the postmaster.

#### XIV. COUNTY OF HASTINGS.

34. *Fredric H. Rous, Esquire, South Riding, County of Hastings.*—Having sent off my statistical sheets for Thurlow, Sidney, and Tyendinaga, I now supplement them with a few general remarks:—1st. *Causes of non-attendance at school.* The first and principal one is, that farmers generally, and I fear the public at large, think too much of the tangible wealth which makes to itself wings and flies away, and too little of the intellectual wealth which is so much more useful and enduring. The second cause, I believe, lies in the *laissez-faire* tendency or general indolence of mankind, preventing parents from taking the trouble requisite to secure regular attendance by their children. 2. *The revised programme for examination of teachers* is adhered to by our Board of Public Instruction, and printed questions are furnished to the candidates, and from them written answers are required. It is our united opinion, my own being founded on many years' experience in England as well as in this country, that no other system is so searching, so impartial, or so well adapted to the object in view. 3. *The township libraries* obtained from the Department, some years since, are not well kept. The books that are worn out are not replaced; those that are lost are not paid for, and there is a great want of proper system in the borrowing and returning. I believe that one-third or one-half of the books that are much used, are already destroyed or lost. And this rapid destruction and deterioration seems too likely to go on until the libraries have wholly disappeared, and there will remain the choice between being without public libraries, or replacing the whole at the original cost. It is very desirable that a rule should be adopted requiring every Corporation receiving a grant of books, to set aside a small sum annually—say 5 or 7½ per cent. on the whole value of such books, towards replacing those that were worn out, making small additions from time to time, and keeping the library in a state of proper preservation and thorough efficiency. With regard to the influence of a library, no one who believes that "knowledge is power," or that ignorance is the general source of evil, can doubt its healthful effects. I almost universally find that wherever one of our best schools is flourishing, there the library is the most used, and there, too, the most interest is displayed by the ratepayers in their school. There can be no doubt, I think, that all these causes act and react on each other. 4. With regard to *Prizes* they are sometimes, but rarely, distributed in the country schools in South Hastings. The results are like other things in this world, of a mixed character. But while Providence impartially dispenses rewards as well as punishments for compliance with, or violation of, the Divine laws, it would seem hard to believe that in the training of our children the latter can be right and the former wrong. 5. *Free Schools vs. Rate Schools.*—The various *desiderata* connected with our public schools appear hard to reconcile. There is, first, to keep up a good attendance];

secondly, to keep a check upon the motive to fraud in the Registers; and, thirdly, to have some regard to that instinct of something like justice, which leads people to feel that if they pay for the instruction of other people's children, those children should have the benefit of the instruction. The free system complies with the first condition, but not with the second or third. The rate system of 12½, 20 or 25 cents per month complies with the second, and partially with the third, but not with the first. I would respectfully suggest for your consideration whether such a plan as the following would not, perhaps, come as near to attaining the three objects as any that can be devised. *Let the children of school age who attend the school all pay a tax of half a cent per day, and let those who do not attend pay one cent per day.* This plan would, I think, promote the first object named, by making the payment greatest when the children are away from school; the second, by making it the interest of the parents only to keep up the Nos. on the Register, while the teacher (in order to keep up his classes) and the trustees, (to increase the funds, and save their own pockets, with those of other ratepayers) would incline the other way, and the third object would be entirely attained. It would be requisite to have a clause allowing the certificates of a medical man as a valid excuse for absence. The power of Trustees to remit any payment for attendance by the children of indigent parents might be continued. I believe that such a plan as the foregoing would meet the hearty approval of ratepayers throughout this county. In connection with this proposed change it might be well to consider whether the Legislative grant should be apportioned according to the actual school population, instead of the school attendance. A slight modification of the school law would, I think, be generally hailed with satisfaction, namely, a clause enacting that a deduction of five per cent. shall be made on every school-tax paid within one month of the time of giving notice by the Collector, an additional five per cent. being required from all who pay after that time. I have only to add that, with many drawbacks here and there, the great cause of education appears to be making good progress in this county. Better teachers are, from time to time, taking the place of inferior ones; better school-houses are being built; more and better maps and other apparatus supplied,—and all things betoken a gradual onward movement in our schools, and a steady approach towards the realization of that time when knowledge shall “cover the earth as the waters cover the sea.”

#### XV. COUNTY OF VICTORIA.

35. *The Reverend John Patterson, Fenelon.*—The people in general seem alive to the importance of having good education for their children. There are, however, too many exceptions. Hence in several of the sections the attendance on an average is by no means so high as it ought to be. I have been attempting to get the parents together of an evening for the purpose of addressing them on the subject of education, secular or religious. I find it, however, difficult to get many of them together. I have reason to be well satisfied with the teachers. They all seem sufficiently, and some of them especially well qualified and anxious to discharge their duties well. Prizes are given in two of the schools, and seem to operate favorably. They are so awarded as to prevent all grounds of murmuring. Teachers have to contend here as elsewhere with the partial or irregular attendance of not a few of the children; an evil, however, which seems rather abating than increasing. The examinations at the County Board are oral and individual. There are four Common School libraries in the township, and the books are carefully kept. There are also two Sunday School libraries. As to the influence exerted by these, although not easily appreciated, yet I cannot doubt that it is decidedly on the side of improvement. On the whole, notwithstanding various drawbacks, the Common Schools are manifestly producing most valuable effects on the minds, hearts, and general character of the rising generation, and these effects will become more extensive and manifest as the latter become parents themselves.

36. *Thomas Beall, Esquire, Mariposa.*—The number of children of school age not attending any school is very small. The great distance of their residence from the school is, I think, the principal cause of their non-attendance. The revised programme for County Board examinations is not observed. The questions are usually selected from the examination papers sent to the Board by the Normal school authorities, and are printed.

The examinations of teachers the last year were much more effective than for several previous years, owing to the fact that the appointments to the Grammar School Board for 1862 were made with a little more judgment than formerly. Still I see no reason for making any statement with regard to the efficiency of the Board differing from that made last year. The libraries are but little patronized. No doubt the establishment of libraries in the various school sections has been the means of doing some good, as there are a few persons in every section who make use of the blessings placed within their reach. But the people generally hardly know that libraries exist in their midst, and this state of things, I am afraid, will continue for a long time; for until the Trustees fully appreciate the responsibilities which devolve on them by their acceptance of office, school libraries will be of little use, and many other existing evils will have to be endured. You will observe by reference to column 82 of my Report, that ten schools are reported as having adopted the new course of study. This, I regret to say, is not the fact. It has not been observed in any school in this township up to the commencement of the present year. Means, however, are being used which I hope will secure its adoption in several of the schools in this township.

#### XVI. COUNTY OF ONTARIO.

37. *Alfred Wyatt, Esquire, Brock.*—The number of children entered on the Register shows an increase of five per cent. over the number registered in 1861. The average attendance is 434, ten more than the same average attendance for 1861. Altogether I think the Report will testify to the steady advance of education in this township. There are a few children who do not avail themselves of the opportunities afforded them, partly from indifference, and partly because their help at home cannot be dispensed with. We have not increased the number of our school libraries, as the people generally do not appreciate the advantages to be derived from having access to a well selected library. Very few prizes were given. I think if some hints were thrown out, in the Journal of Education, stating the studies for which prizes might be given, and the manner in which they should be competed for, they would be very acceptable to both teachers and trustees. I did not make my usual number of school visits, being absent in England during the time I usually devoted to that purpose.

38. *J. Bascom, Esquire, M.D., Scott and Uxbridge.*—I have much pleasure in stating that the schools under my charge are, on the whole, in a prosperous condition. They were all conducted on the Free school system, and there seems no disposition on the part of the people to go back to the rate bill. All were open during the entire year, and in only one instance was a teacher employed holding a certificate of lower grade than second class. The accommodation afforded by school-houses is still very deficient, many of them being small and of a very primitive kind, and almost entirely without school apparatus. During the present year it is probable that two or three new school-houses will be built, and there seems to be a growing disposition on the part of trustees and people to furnish them more fully with maps, &c., than they have been heretofore. Some of the sections are, however, still quite young, and unable to expend a great deal for these purposes. The average attendance was rendered low in some sections by the prevalence of scarlet fever and measles in the neighbourhood, and it was found necessary to close the schools entirely for a short time. With regard to the non-attendance of a large number of children at any school whatever, I cannot speak positively as to the cause. In addition to that usually assigned, indifference of parents, it seems to me to be owing, in some sections at least, to the great distance the children have to walk. Most of the sections are large, and the school-house, in some, far from the centre, the sideroads unopened, so that in order to reach the school some children would have to walk at least five miles. In reference to some other matters to which answers are requested, such as the influence of School Libraries and the distribution of prizes, I have not had sufficient experience to render my opinion of much value, this being my first year of office, and the first in which my attention has been particularly directed to the subject of education.

39. *David G. Hewett, Esquire, Mara and Rama.*—I shall leave the schools with their numbers considerably increased, and I trust in some respects better managed than when they came into my hands. But much yet remains to be done, as neither the

Trustees or Auditors have, in my opinion, a proper appreciation of their duties in regard to the accounts.

#### XVII. COUNTY OF YORK.

40. *Thomas Sibbald, Esquire, Georgina.*—It is difficult to carry out religious instruction in the schools, without causing a jealous feeling, as a number of the scholars are Roman Catholics, and the generality of Protestant parents take very little interest in the matter. It is difficult to get the parents of the poorer classes to send their children to school at all, and those who are better off are kept at home on every trifling occasion. A serious drawback to the useful working of the schools is the constant change of teachers, and the jealousy engendered at every fresh election. I have as yet only given two lectures in the township, one school having been suddenly closed, and the rate payers of the other two sections having requested me to postpone them till the March examinations.

41. *J. W. Montgomery, Esquire, M.D., Gwillimbury North.*—I have the honor to report that I can see a vast improvement in our schools, in the proficiency of the children, and the daily increasing number attending school. I have, with a great deal of trouble and time, persuaded the various sections to try the free school system, being well convinced of its superiority, although it is perhaps the most expensive, that is, it costs more to educate the many than the few; but the farmers here, with few exceptions, are doing their utmost to vie with other municipalities in general improvement, and in the building of neat and commodious school-houses, and all are desirous of devoting a portion of their daily increasing wealth to the erection of a better class of churches, school-houses, and seminaries of learning, that they may send forth to the world a population of intelligence that will carry with them and possess sterling virtues of industry, frugality, and temperance. You will perceive that we have in our midst a private school, or, I might say, college, which would do credit to a more flourishing township. It is conducted by the Rev. Mr. Stennett, late of Upper Canada College, Toronto, and is in a very flourishing condition, although but in its infancy. I have resided for fifteen years in this township, and well remember when there were but two sections in working order, and now I have to report that at the commencement of the present year there are six, with a registered number on the poll book, in one instance of 86, and the lowest 46, which is a source of much gratification, but I lament much that there is a class of persons who will not send their children, even if the school were situated at their own door-step; and the advocates of free school education have a right to complain that some law is not framed to meet the exigency of the case, such for instance as compelling the parties to send their children to school at least four months in the year. We have another class of tenants who cause much annoyance to the teacher and trustees. You will also perceive a number of children not attending any school marked as "negligents," who are not in a position to attend on account of their distance from the school-houses. We have a very good township library, and I am pleased to say that the books contained therein are very generally read in the locality where it is situated. I have suggested to the municipal authorities to divide the books into two districts, that all may have the benefit which is derived from such influence. I have urged the great necessity of the trustees adding to the school-rooms a greater number of maps and globes for the use of the pupils. You will see that I have not yet lectured in any of the sections, but shall do so this month. I should have done so ere this, had occasion presented itself, and could I have secured any better results than my predecessor? I feel the time has arrived when there should be but two grades of certificates, first and second, in such old counties as those of York and Peel, by which means we would secure more competent teachers, and would be able thereby better to compete with teachers from the Normal School, and it would have a growing tendency to elevate the general standing of those proficient and really deserving teachers. I find in very many sections, not only in this township, but in others, that the object of the trustees appears to be to procure a teacher merely with regard to his low price, rather than from his efficiency or profit to their sections. I trust I shall be able to show you, next year, a wonderful improvement in our township under the blessings of free education, and never again that children are debarred from attending school on the plea that the school is not free.

42. *Silas Hollingshead, Esquire, King.*—The programme for County Board Examinations is observed, and the questions are printed. The library books are generally labelled and numbered, though as regards influence they have very little, not having been changed for six years.

43. *The Rev. George S. J. Hill, M.A., Markham.*—Owing to the prevalence of measles last spring, the attendance of children has not been so large as in former years. The schools, however, have all been kept open the full time, and the attachment of the public to our common school system continues unabated, the few discontented parties being ignorant persons from the old countries, who, never having experienced the blessings of education, cannot appreciate the opportunities for acquiring useful knowledge, so freely offered to them here. These are the brawlers at our school meetings who oppose free schools, and do all they can to obstruct the noble work of education. Happily the number is few; public opinion is strongly opposed to them, and in a few years, I hope it will be esteemed as great a disgrace to be ignorant as it is now considered to be intemperate. The few children who are now returned as not attending any school are the unfortunate offspring of these persons; like their parents they are growing up in ignorance, a strong contrast to our native-born Canadian children, not one of whom at the age of ten years and upwards (in this township) but can read, write and cipher. A strong feeling of dissatisfaction exists among our common school teachers with regard to the manner in which they are often invariably dismissed from their situations by school Trustees at the end of the year, without any just cause being alleged for so doing. Some petty trifle, some personal pique on the part of a rate-payer, or the desire to provide for a friend or relative in the vacant situation, is often sufficient to displace a valuable and efficient teacher, who perhaps, with a large family, may be opposed to the vagrant habit of looking for a new school every year. Thus, qualified and efficient men are deterred from making school teaching a profession, and are often driven to seek in other pursuits steady occupation and a permanent home. The School Act is not without a remedy for this evil, as it provides that school affairs may be managed by one central Board appointed by and for the whole township. It is thought that such a Board would be free from those local jealousies and influences which often operate so unjustly against the teachers, and I think as far as the teachers (with whom I deeply sympathize) are concerned, the remedy would be sufficient. The difficulty would be in getting the different school sections to give up the powers they have so long enjoyed of hiring their own teachers and levying their own taxes. I also think it would be advantageous to postpone hiring the teacher until April, as at present the outgoing Trustee has no voice in engaging him; and if the other two differ, the teacher, if he wishes to remain, trusting to the chance of having the newly-elected officer on his side, often loses the opportunity of being employed for the ensuing year, which is a very serious matter to anyone, especially to a man with a family to provide for.

44. *D. McCallum, Esq., Vaughan.*—You will perceive that our schools were all open during the year. They are generally well furnished with maps, &c., and I am happy to add that they are generally well conducted by a set of good teachers, men who appear to understand their calling. We have not a third-class teacher in the township, and out of eighteen teachers ten hold first-class certificates, and the rest are second class. I regret to say that the salaries of late have rather fallen, owing to the number of young men in the field as candidates; there being for every vacancy generally half a dozen applications. Although only six of our schools were (as styled) free schools, yet when we take into consideration that \$8,692.28 were expended by Trustees for the past year, and that out of this sum only \$1,185.64 was raised by rate-bill—about an eighth part—this of itself convinces me that our schools are the nearest approach to being free that we can well imagine. Our libraries are all open to the public, and the books are mostly covered and labelled. Many of them indeed show that they have been well used, and it would be well if most of our libraries had a fresh supply; but as retrenchment appears to be the order of the day, I fear it will be some time before our libraries will be replenished.

#### XVIII. COUNTY OF PEEL.

45. *James McGuire, Esquire, Toronto Township.*—Since my appointment to this office in April last, I have visited, without exception, all the schools under my superin-

tendance, and some of them as often as three times. My first visit was made without any information being sent to the school, as it was my wish to find it in its usual everyday state. Some of the schools are in an active, interesting condition; others, who retain the "old teacher," are far back, lacking energy and system. You will see from my report that in this township we have only one third-class teacher, and I trust at the next meeting of the Board we shall do away with *third-class* altogether. There are only 86 children in this township who are not attending school; the cause—indifference. At the County Board the examination papers are printed, the range of questions giving ample room for testing the qualifications of teachers, but in my opinion not more than ten per cent. of their papers were worthy of approval. As regards the library or libraries of this township, there is really no interest taken in them; many of the Trustees would never bring them into their sections, were it not for the fear of losing the Government money; however, I have reason to believe that I shall see a library in each section in the township at the expiration of the year. At the public examinations where prizes have been distributed, the attendance has been much better, and the effect produced good. The Council of this township granted five dollars to each school to aid in the purchase of books for prizes, and I have but little doubt but that my next report will tell of prizes being given at each school in the township. The Council having lately revised the school sections of this township, considerable feeling exists between parties on the choice of school sites, which I feel confident will soon be quieted. If spared I shall use the energy of my being, as hitherto, in training the youth in wisdom's ways, and in procuring for them a class of pious, self-denying, intelligent school teachers.

#### XIX. COUNTY OF SIMCOE.

46. *William Harvey, Esquire, Flos.*—The general cause of non-attendance is distance from school, as some of the settlers live so far from the school-house that it would be dangerous to send small children. But in some cases I am sorry to say that neglect or carelessness of parents is the cause. With regard to libraries, there has not been any alteration since my last report. I am decidedly of opinion that school section libraries are preferable to the township libraries; the books circulate in a closer neighborhood, and the people become better acquainted with the working of, and with the matter connected with the library, and consequently take more interest in it. Again in the selecting of books (which is of the utmost importance) the Trustees would have a better opportunity of knowing the sort of works that would be most called for and read. Next to schools a good library is the greatest benefit to a community. With free institutions, and a noble school system, we require knowledge to appreciate those blessings, and in no better way can that be obtained than through the medium of a good library.

47. *James Shaw, Esquire, Medonte.*—The number of children not attending any school is not very particularly given in the Trustees' Report, but I think that 110 for the whole township is about right. The causes for their non-attendance are variously reported, such as indifference of parents, too great a distance, religious or denominational difference, not known, &c. The religious instructions are not generally followed, and, when followed, the result is not very remarkable. The revised programme for the County Board examinations is observed, and the examination questions are printed. In the library belonging to the township, the books are covered, labelled, and numbered. The influence of the library is not great, and I do not think the people value it as they ought. The distribution of prizes appears to have a good influence.

48. *The Reverend Archibald Colquhoun, Mulmur.*—Our schools are, upon the whole, progressing. Parents are beginning to see the necessity of sending their children to school with more regularity than they have hitherto done. This is a promising feature. Our teachers are good, and many rank with any in the country holding the same certificates. Two of them at the last examination of the County Board obtained the highest certificates the Board could give. The others made a very respectable appearance, and received permanent second class-certificates. Some of them are very anxious to become Grammar School teachers, and have been enquiring respecting the qualifications necessary to fill such a situation. Will you therefore be so kind as to send, at your earliest convenience, a copy

of the Grammar School Manual, that they may become acquainted with its provisions? I have nothing more to communicate at present, only trusting that the Divine blessing will accompany your great work, and that you may meet with every success is my earnest desire and prayer.

49. *Angus Bell, Esquire, Nottawasaga.*—The general regulations in regard to religious instruction are not followed, but I am happy to say that Sabbath schools are kept open in all the sections; thus supplying, to a certain extent, religious instruction divested of all sectarianism, to the rising generation. The revised programme for County Board examinations is strictly observed, but the examination questions are not printed,—for what reason I have not ventured to enquire. We have no township and only one or two sectional libraries, the books of which are covered and numbered, and kept in very good order. The readers being few in comparison to the population, I cannot assert positively as to the amount of good resulting from this source, but doubtless it must be pleasant and profitable to the few who avail themselves of its benefits. Prizes were distributed in several of the schools during the year, and I believe with very good effect, stimulating the pupils to commendable emulation without approaching to that jealousy which the distribution of prizes frequently creates. You will see by the report, 258 children of school age are not attending any school. The cause is invariably stated to be indifference of parents.

50. *The Reverend John Gray, Oro.*—The chief cause of nearly 300 children of school age absenting themselves from school, is most probably the indifference of parents to education. Other causes are also at work, such as the value of the young in aiding to cultivate the farm, the inefficient teachers occasionally employed, and a want of appreciation of the advantages of a good education. Local causes likewise act as hindrances, among which may be specified bad roads, inclement weather, epidemics, and want of proper clothing. A glance at the report will show that education is only in its embryo state in the township of Oro. Few of the higher branches are taught in any of the schools, the majority of school-houses are log, the apparatus is defective, the salaries of the teachers are low, and the general educational condition of the municipality is below the average. The progress, too, is painfully slow, and the friends of education at times get disheartened at the small progress made. I have pleasure in stating that the religious element exists in connection with each school, and that the Bible is regularly read, and prayer, either extemporaneous or according to a set form, is offered. Every facility is afforded for carrying out any suggestions which I make on that all-important subject. In examinations held by the County Board the revised programme is strictly observed. The questions are not printed, for two reasons: the expense that would be incurred, and the risk of the teachers getting hold of the questions and cramming themselves for the examinations. We are trying every year to raise the qualifications of the teachers, but are greatly hampered by the non-abolition of third-class certificates. It seems somewhat anomalous, that after having been discarded from the parent establishment, they should be allowed to linger amid the recesses of the County Board, and to paralyze their efforts to raise the status of education throughout their respective districts. I regret to see Morse's Geography, and other objectionable and inferior works, still used in several of the schools, but I hope to get them expelled very soon, and their places occupied by the admirable works compiled by Messrs. Sangster, Hodgins, &c. Though not immediately under my jurisdiction, yet I would desire to bring under your special notice the educational destitution of the Muskoka Territory. The people are so poor, that they can do almost nothing to support a teacher, but they have built a school-house in the Township of Morrison, and are erecting another in the Township of Muskoka.

51. *Ephraim Green, Esquire, Sunnidale.*—The regulations in regard to religious instruction are very generally followed, but I am not able to state the results with anything like accuracy. The revised programme for County Board examinations is used, but the questions are not printed. The books are covered, labelled, and numbered; but as to the regulations being strictly observed, I cannot positively say. Their influence, I know, is for good. Some days since I was riding with a youth who cannot read himself, but some of the family had been to the school-room and procured a book from the library, and read it in his hearing. He repeated the substance of several chapters to me, showing that

they had made a deep impression upon his mind; and as I knew it to be a good book, its influence must have been for good; this is one out of many instances which have come under my own observation. Prizes have been given in but one school, and I think with very good results; causing the children to attend the school more regularly, and evince more determination to excel in their recitations. May you long be spared to fill the responsible and arduous office to which you have been called by Providence and the suffrages of your fellow-men.

#### XX. COUNTY OF HALTON.

52. *John Askin, Esquire, Trafalgar.*—In this township the cause of education is advancing. Trustees are becoming more liberal; larger salaries are being paid, and, consequently, the services of more efficient teachers are secured. The religious instruction imparted produces beneficial results. Two causes conspire to keep up the number of children not attending school, viz.: distance, and the carelessness of parents; but distance is the principal cause. The injudicious selection of school sites has been, and still is very injurious to this township. The increase of school funds has a great tendency to make our excellent school system work satisfactorily. The revised programme for County Board examinations is carefully observed, and the examination questions are printed. It gives me pleasure to be able to make a favorable report.

#### XXI. COUNTY OF WENTWORTH.

53. *The Reverend John Lees, Ancaster.*—It gives me much pleasure to state, that during the past year the schools in this township have been in a vigorous, prosperous condition, and that both Trustees and parents, generally, have manifested a growing interest in the education of the young; and though the free school system has not been generally adopted throughout the township, the reason of this seems to be a common belief, that with very few exceptions, the parents, when willing, are quite able to pay the small sum of twenty-five cents per month for the education of a child; and in many, if not in all of our school sections, the Trustees are willing to allow those children to go to school free of charge, whose parents are not able to pay for them. One new school section was formed in this township during the year. It was formed out of parts of two sections which were formerly unions with Beverly. A new school-house has been erected in the section, and though it is frame, it is a neat, substantial, commodious building, and from present appearances is likely to be soon well filled with pupils. It is a source of regret that so few of our school sections are furnished with libraries, as the want of them must have a bad effect both upon old and young in these sections. The reason of this is, that they are not a reading people, and, therefore, they can see neither the advantage nor the pleasure which both they and their children might derive from having a good library in their section. The Scriptures are read more or less in all the schools, and this must, no doubt, have a good effect upon the minds and conduct, both of teachers and pupils. You will see from the report that prizes have been distributed in only two sections during the year, and the reason why they have been given in so few is the general belief that the giving of prizes, if not injurious, does at least no good either to those who get them, or to those who do not. You will see also that there is a large number of children who do not attend any school, and the reasons assigned for this are various, too numerous and trifling to be mentioned, but the principal one seems to be carelessness on the part of the parents, who seem either to overlook, or not to understand, the inconceivable injury which they inflict upon themselves, but especially upon their children, by neglecting to give them a good education.

54. *The Reverend John Porteous, Beverly.*—In presenting my annual report of the Common Schools in the township of Beverly, I beg leave to report that the school officers and the people appear to co-operate very harmoniously. I have heard of no trouble during 1862 that called for my interference. Let me call your attention to the excellent school-houses possessed by this township, viz.: four stone, of which one is finished, with a good bell; two brick; seven frame, and two log, one of which is weather-boarded. The most of them have play-grounds attached. I have reported the general population as I got it, but it is too low. This township has a population of about 7,000. Too many children of the

school age never enter the school-house door. The general cause is, no doubt, indifference of parents, and one section reports the want of clothing as another. In seven sections, prizes have been distributed, I believe with good results. I recommend the school officers to take the vote of each class, and let them determine the pupils who are to obtain the prizes. From past experience, I feel confident in the intelligence and honesty of the pupils, while it is obvious that this plan has advantages in itself. The libraries are all conducted according to regulations, and are, I am persuaded, doing good work, although reliable details cannot be obtained. The devotional exercises in the schools are more general than formerly, and pious teachers generally manage to introduce them, if they are judicious and persevering. I conclude by expressing the conviction that education is advancing among us, both more widely, and also in its higher branches.

55. *Andrew Hall, Esquire, Flamboro' East.*—The report itself will, in some measure, show in what light education may be viewed in this township. Some of the sections are but small, and therefore the attendance will be corresponding thereto. The attendance at the Waterdown school has, during the past year, been very numerous. The Grammar and Common Schools in Waterdown are united. The schools, at present under the management of Mr. D. Ormiston, the Principal thereof, are in a very prosperous condition, and very numerously attended in both departments, and are giving almost entire satisfaction, inasmuch that the people in the section are willing to do everything in their power to have them continue so. The other schools throughout the township have also been very well attended. The teachers have been from year to year in them, and have proved themselves not only faithful, but very efficient in the discharge of their duties. Trustees and others have been regular in visiting the schools, and in this way have given every encouragement to the teachers. Unless, however, all parties unite in the advancement of education, it will never succeed in that way in which its well-wishers would like to see it.

56. *Alexander Bethune, Esquire, MD, Glanford.*—The schools in this township still continue to improve. In most of them there has been a marked increase in the average attendance, and the progress made by those attending has been such as must afford great encouragement to those who take an interest in the work of education. Several of the school-houses have been re-seated, and thereby greatly improved, making them more convenient for all connected with the schools. Notwithstanding the increase of attendance, there are still plenty of cases of non-attendance to complain of, which chiefly arise from carelessness or indifference, or from some trifling difference between the children and the teacher, in which the former are too readily listened to by their parents, and kept from school in consequence. If the causes of non-attendance were enquired into, I think this would be found one of the most prominent. A child goes to school for a few days, when he either disagrees with, or takes a dislike to, the teacher (often a new one, beginning his term), and at home he makes a complaint to his parents, which too often ends in their keeping him from school till that teacher's time is expired; and when one child succeeds in such a stratagem, he will find plenty to follow his example. I am sorry to be unable to report any increase in the Common School libraries of the township. Nor has there been any increase in the distribution of prizes. Those who have practised the giving of prizes still continue it, but others do not appear to adopt it; therefore, I think it depends more upon the manner in which they are distributed than upon the prizes themselves. The examination papers used by the County Board are all printed. The general regulations with regard to religious instruction have been observed in some of the schools; in others they have not; the influence I cannot speak of with certainty, but in general I think it has been beneficial. The public examinations continue to attract the parents, and many come out of other sections to see how the scholars progress in the section where the examination is, in comparison with those in their own. I think the public examinations tend to keep up an interest in the education of the township. There is also another great feature which tends to the advancement of education, and that is, the increasing demand for first-class teachers. The Trustees generally do not object to a high salary where they know the teacher to be experienced, and well qualified. Where such a spirit exists, there is good hope that education will continue to advance.

57. *The Reverend John Cheyne, Binbrooke and Saltfleet.*—I have much pleasure in stating that all the schools in these townships have been in efficient operation during the

year. The average attendance has been somewhat larger in Binbrook, and in Saltfleet, owing to sickness in some of the sections, it has been somewhat smaller. As will be seen from the report, the average time which the schools have been kept open is high; being in Saltfleet, 11½ months, and in Binbrook, 11¼ months. The general population of school sections, and the number of children of school age, can only be regarded as an approximation, and therefore the number not attending cannot be regarded as accurate. I am inclined to believe that in some cases the number stated is too large. The cause of non-attendance may, in some instances, be the indifference of parents, but it also arises from other causes. Some children above twelve years of age, who have already got a fair education, are employed at home, and others below seven may be prevented from attending because of the distance. It will also be seen that the schools are pretty generally opened and closed with prayer, and the Word of God read. In this respect there has been an increase. The libraries are not appreciated as they ought to be, and the reports concerning them are defective. Whether this arises from inattention, or because no proper record of them has been kept, I cannot say. In Binbrook there is a library in each section, got by the Municipal Council, and divided among them; these were to be exchanged at proper times one with another. It appears that in school section No. 2 the books have been extensively read; and in another section it is said that the books are nearly worn out, which would imply that they have been well read. I find, however, that there are only a few in each section that do read. In Saltfleet there is, as yet, only one section that has a library—and that section is No. 7, one of the smallest. As to the influence libraries exert I am unable to say, but wherever the books are read, it must be beneficial. It is evident that when parents do not provide proper reading for the young, they lose much of the advantages of the education they have given them. There is little doubt that in every community in which books of general information are not read, there will be less intelligence. A school education is only the foundation which prepares the mind for future improvement and the acquisition of useful knowledge. A taste for reading has to be acquired in early life; and if not then acquired, reading will not be enjoyed, and consequently not practised in after life. There is, however, I think, a growing interest in the cause of education, and the school system will continue to work well, if sectarianism is not allowed to injure its usefulness, and mar its harmony and beauty.

## XXII. COUNTY OF BRANT.

58. *The Reverend John Armour, Burford.*—The number not attending any school in this township is reported to be 207, out of a school population of 2064, being nearly 10 per cent. of the aggregate number. And when we consider that \$1200 of Clergy Reserve money was appropriated by this Municipality, and duly apportioned to the schools of this township to aid education, and likewise that fourteen out of twenty-two schools were sustained on the free principle, it is more amazing that there are parties so destitute of parental affection as to refuse or neglect to send their children under such circumstances. In regard to the religious instruction required in the Common School manual, there are thirteen schools in which this is said to be done, and nine where it is not. Clergymen occasionally also visit some of the schools, and no doubt impart some religious instruction; but as far as I know, there is no regular periodical visitation by any clergymen for that purpose. There are, however, fifteen Sabbath schools in different parts of our township, which must throw a large amount of religious instruction among our school population. The revised plan of County Board examinations is observed, and the questions are well printed. In the libraries, newly got, the books are all covered, labelled and numbered, and the regulations appointed by law strictly observed. The recent receipt of our sectional libraries prevents me from stating what influence they may exert, but we should suppose the effect must be highly beneficial. The influence of prizes generally is also very beneficial, and an enterprising teacher will use such a means powerfully for the improvement and progress of his pupils.

59. *Robert H. Dee, Esquire, M.D., Onondaga.*—The regulations in regard to religious instruction are followed as far as possible. The revised programme is observed, and the

questions are printed. The library books are covered, &c., and the regulations observed so far as I can learn. The library also has a good influence.

### XXIII. COUNTY OF LINCOLN.

60. *Francis T. McLean, Esquire, Clinton.*—I am happy to inform you that the schools under my charge are progressing finely. After being appointed local superintendent, I found, on visiting the schools, that the children displayed a great deal more knowledge of other countries than their own; after enquiring into the cause of this, I found that the teachers holding county certificates were themselves ignorant of Canadian History. To do away with this (in my opinion) *great failing*, we inserted a great many questions upon Canadian History and Geography in our examination sheets; this, I am happy to say, had the desired effect. We have established scholarships in each of the common schools. One child (the one that has made the most progress during the last six months) has the privilege of attending the grammar school free of charge for one year. We find this works well, as we are enabled to make the common schools feed the grammar school. We labour under a great difficulty in the country, of procuring competent persons for our Board of Examiners. I think this might be obviated to some extent, if the teachers of grammar schools should be, *ex-officio* members of the Board, receiving pay when they attend its meetings the same as other members.

61. *Jonathan Woolverton, Esquire, M.D., Grimsby.*—Our whole educational system groans under the *incubus* of incompetent teachers. I conceive that it is the greatest obstacle in the way of the advancement and prosperity of our common school organization: remove this, and we do a great deal towards the advancement and elevation of the cause of education. It is not enough that we turn out of our excellent Normal School, from year to year, scores of competent teachers. Unless these teachers can be induced to remain in their profession, the educational interests of the youth of our Province are not likely to be much enhanced thereby. How it may be in other sections of the Province, I know not, but judging from the standard of teachers employed in this part of the country, I think it may safely be said that not one in ten has ever seen the inside of a Normal School. The reason of our schools being filled thus with inefficient teachers, I think is quite obvious. The Trustees will not, as a general rule, give a remunerating salary to those who have spent their time and money in fitting themselves for the teachers profession; and while those of inferior attainments crowd into the ranks, and offer their services at a reduced price, there is a very little chance for the competent and properly trained teacher to succeed. But to come to the more immediate object I have in addressing you at this time, permit me to suggest what I think might prove quite an efficient remedy for this evil which I complain of. It is that the Council of Public Instruction take the matter into consideration, and form as it were a sort of graduated "Schedule" for the guidance of Trustees in the employment of common school teachers, recommending a minimum sum to the teachers holding certificates of different grades, and a pretty wide margin for a "prudential range, according to circumstances, above the minimum point:—something as follows: Third-class certificates, (male), from \$15.00 to \$20.00 per month; second-class certificates (male), from \$18.00 to \$25.00 per month; first-class certificates (male), from \$25.00 to \$35 per month. Females holding the respective certificates, about one third-less. When a teacher is especially competent in his respective class, let his certificate be marked A. 1., A. 2 or A. 3. Those who have obtained honors at the Normal, or other high schools, should, as a general rule, take the precedence. I think it would have a tendency to infuse a spirit of study and emulation into the minds of teachers, and lead them to press after the highest position in their profession; and again on the other hand, it would have a tendency to make the County Boards of Public Instruction much more careful in granting their certificates to candidates, seeing that they are to be (in addition to intellectual attainments), the financial guides to Trustees, and the guarantee to the holder of a certain standard on which to base his expected wages.

62. *S. Langford Sherlock, Esquire, Louth.*—It is very difficult to assign any particular reason for the non-attendance of children at school. The motives that actuate parents are so various; the indifference of some; in other cases some trifling objection that has been taken to the teacher, and in some few instances the extreme poverty of the parents,

who, though too poor to pay the small amount of school rate, are yet too proud to permit themselves to be called indigent. And again I am satisfied that many children are set down as not attending any school, when at the same time they are attending school in another section. Too much indifference in some sections, and too much bigotry in others, prevents the carrying out of the regulations in regard to religious instruction; bigotry in some cases to the extent of forbidding the opening and closing of the school with prayer. With regard to the libraries, the regulations are generally observed, but I am sorry to say the books are but little used. I am happy to be able to state that a decided change has taken place in the opinion of the Trustees of this township, with regard to teachers; those holding first class certificates being chiefly sought after. Formerly they were rejected by some sections on account of the higher salary they required, but that objection no longer weighs against the greater benefits the scholars are found to derive from their instructions.

#### XXIV. COUNTY OF WELLAND.

63. *The Reverend John Baxter, Bertie.*—I have great pleasure in being able to report a decided improvement in the cause of education in this township, during the past year. The schools, with one exception, have been kept open a greater number of months during the past year than previously, and with a much better attendance of children. The free schools certainly take the lead, and secure the best attendance. We have re-opened another school which had been closed for the past six or seven years. The trustees and parents generally attend the public examinations, and seem to take an interest in the recitations, &c. Prizes have been distributed in some of the schools, and I have no doubt with beneficial results, as they tend to encourage the schools in diligence, and to excel in their studies, and at the same time give honorable testimony to those who have distinguished themselves. I think the Trustees are too timid in making use of the authority with which the school law vests them, in not purchasing, each year, something in the way of maps, tablets, globes, &c.

64. *Alexander Reid, Esquire, Crowland.*—I am highly pleased to see, and to be able to state, that but an infinitesimal portion of the children in this township did not attend school during the past year, which is certainly encouraging, and I suspect the true reason of this non-attendance arises from the parents themselves. Not knowing the value of education, they do not consider the injury they are inflicting upon their offspring. But I am happy to state on good evidence, that this feeling is disappearing. I am not aware of a single instance in which clergymen came and imparted religious instruction in any of the schools in this township, nor do I think it necessary, believing that it would be followed by dissensions and animosities; and there are plenty of opportunities, both in the Sabbath Schools and in the church, of imparting and receiving religious instruction. The Board of Examiners of this County use the revised programme, and also printed examination questions, and with good results. We are, however, lamentably deficient in regard to libraries, and that has long been the case with us. I trust, however, that the evil may soon be corrected, and that an abundance of useful and entertaining matter may be presented to the youth of this municipality. Out of the seven schools in this township, prizes have been distributed in three, and so far as I am able to judge, with satisfactory results, and it is a practice which I believe, where judiciously managed, is prolific in good results. An excellent-school house has been erected in one of the sections of this township, which is certainly creditable to all the parties concerned, being elegant in appearance, and due regard being manifested also in its designs in regard to the health of the children.

65. *M. F. Haney, Esquire, M. D, Humberstone.*—It will be seen by the examination of my report, that most of the pupils not attending the public schools have attended the two private schools in operation in the township. As regards the County Board, it has used the revised programme in conducting the examination of teachers, and the questions have been for the most part printed. Of all our schools, but one has a common school library. The books are covered, labelled, and numbered, and the regulations in reference to them are strictly observed. The influence exerted by this library is beneficial, begetting a taste for reading among both old and young. The distribution of prizes, as far as resorted to, has promoted educational interests by stimulating the minds of pupils to increased dilli-

gence and energy in the prosecution of their studies. The length of time the schools have been kept open during the year, and the rate at which teachers have been employed, differ but little from the year 1861. No libraries have been purchased during the year, the Trustees of the schools not being imbued with a proper sense of their utility in subserving educational interests. A few of the schools, during the year, have secured a number of large maps, object and tablet lessons, but beyond this I can say but little of expenditure of money for school paraphernalia. The best teachers attainable, as a general thing, have not been employed by the Trustees, a sort of economy having induced them to employ the cheap ones. The insane notion of having frequent changes of teachers still exists among many of our schools; the people soon grow restless without a change, although it may often be the exchange of a good for a poor teacher; an experienced teacher for a mere tyro. A comparative stranger to the school authorities, without any known attested ability or aptitude to teach, thus gains admittance into the school-room by some sort of favoritism, together with the charms of novelty. I do not mean to say, however, that educational movements are barren of success, or that the practical working of our schools is retrograding. But I do affirm that much greater success would crown the efforts of our population to impart instruction to our youth, were it not for the impediment here referred to. It may be offered in palliation of the moral wrong of the practice of Trustees to so frequently change teachers, that they have strong temptation to do so, from the fact that all sort of teaching material is so abundant that Trustees are constantly pestered with their importunate applications. This importunity often leads weak-minded Trustees away from the true interest of education, by turning adrift competent teachers to make room for incompetent ones. Less trouble now than formerly exists in maintaining a uniform series of text-books, although some little effort is still necessary to keep out American books, particularly where American teachers are employed. As they easily take the sort of oath of allegiance for teaching purposes, many of them find their way into our schools. These teachers, possessing their very characteristic national instincts, early seek to insinuate into the schools they teach, books teaching of the heroic exploits and national superiority of Americans, which is anything but patriotic and congenial mental food for the minds of the children of British subjects, more accustomed to social, political, and moral consistency than the youth of the United States, who early become transcendently important when age and true merit are often at a discount.

66. *The Reverend George Bell, Stamford.*—The cause of non-attendance is negligence and carelessness. The general regulations are not fully followed in any of the schools, but some religious exercises are performed and instructions given by the teachers in all the sections except No. 7. The revised programme for County Boards is followed, and the questions are printed; and the examinations are thereby rendered more satisfactory than they would otherwise be.

#### XXV. COUNTY OF HALDIMAND.

67. *Thomas C. Pinkett, Esquire, Canborough.*—I think I may incline to the idea that there is a slow, but growing desire to engage more competent teachers. The general cause of non-attendance is the indifference of parents. Respecting our County Board examinations, the revised programme is observed, and printed questions are sometimes used. With respect to prizes and their influence, I can only say that as yet few have been distributed, and those only by the teachers, and they have been merely cards. But on visiting one of our schools a few days ago, I learned that at their annual school meeting it was resolved that five dollars should be expended in prizes from the Educational Department, which is one step towards improvement, and I am in hopes that it will be more generally followed.

68. *The Reverend John Flood, Dunn, Moulton, and Sherbrooke.*—One great cause of non-attendance is negligence of parents, there being people who do not think of the future welfare of themselves or their children. A second cause is drunkenness, and a third stubbornness. In many cases, also, distance from the school-house prevents little children from being sent. The general regulations in regard to religious instruction are only followed in some cases, and in these they have a good effect. It is easy to perceive their moral influence on the pupils. If I had not much to occupy my time, I could teach in the school

many of the most necessary truths of God's word. Busy as I am, I nearly always question the children on many of the doctrines of Holy Scripture; and I find that this, instead of giving offence, strengthens my position, and increases my influence. The revised programme is observed in the County Board. Sometimes we use printed questions, and at other times we examine by written ones which we have previously prepared. You ask what influence has the distribution of prizes exerted? This is an enquiry which I have always felt myself unable to answer. I have never encouraged the giving of prizes; firstly, on account of the difficulty of deciding who ought to receive them; secondly, because of the improper feelings which they excite; and thirdly, on account of the chilling influence which they produce on the pupils who are far from obtaining them. Nevertheless, I am sure that in a part of the school they awaken emulation and stimulate effort. I am sorry that in Moulton and Dunn, there are not any common school libraries.

The townships for which I am Superintendent present rather an unfavorable appearance in regard to the higher branches of instruction. But this ought not to discourage us, as if very little were being accomplished. On the contrary, we ought to rejoice that our school system brings to every child in the country opportunities of learning to read, write, and understand arithmetic and geography. These are the most necessary attainments; and when all are acquiring a knowledge of these, we ought to be thankful. For, if education were left to voluntary efforts, numbers would be growing up without being able to read the Bible.

69. *The Reverend Samuel Briggs, M.A., Walpole.*—As regards the distribution of prizes, they always answer a good end where the schools are properly conducted; but where a school is badly taught, they are a source of contention; there being no emulation, no order, no progress in the school, every child thinks he has as much right to a 'gift' as another, and in like manner think the parents. Consequently, if every child cannot receive a 'gift' of equal value, both parents and children manifest great displeasure, one among another. But on the other hand, when the schools are well conducted, without the least partiality, and their standing in the class properly marked in each lesson after every subject, in a book for that purpose, then prizes have a good effect. The schools in this Township are now doing well. There is no disposition on the part of Trustees to employ teachers at low wages, or any desire to change the teacher every few months, as formerly. There is no wrangling about capitation schools, or what they call pay schools: to find one such is now the exception. They have found out that free schools work the best, and pay the best. I am sorry to say that, hitherto, we have not had printed questions. I have been urging the Board respecting them for the last three years. (I have used written questions all the time; the others have examined *viva voce*.) Last August, I succeeded in carrying the motion to have printed papers for the whole Board, and the Revd. John Flood and myself were appointed to draw them up.

#### XXVI. COUNTY OF NORFOLK.

70. *James Covernton, Esquire, Charlotteville.*—I should be very much pleased if some effort were made by the Council of Public Instruction to put an end, at once, to the use of unauthorized books. Morse's Geography, it will be seen, is very generally used, although it ceased to possess the recommendation of economy. Kirkham's Grammar also maintains its former preëminence, notwithstanding the admitted excellence of Lennie's. Sangster's Arithmetic is becoming a more esteemed book than the National. I have reason to suppose that any determination on this important subject emanating from the Education Office would meet with a very general and willing acquiescence. Many schools are materially retarded by the late attendance of some of the pupils; and where proper steps are taken by the Trustees to punish this remissness, I find an adverse feeling is temporarily created to the school. If it was insisted that the school-roll should be called in the morning, instead of at the close of the school, and only those who answered their names should be allowed to contribute to the average attendance, parents would soon discover the importance of enforcing a constant and early attendance. I wish to call your attention to one fact developed in the columns of my report, showing that a school-house in the woods can be erected at a sum within the compass of any new settlement embracing only seven or eight families.

The cost of a good substantial log school-house in school section No. 10, including the charge for a good new stove and piping, expense of carrying to school site, &c., was met by an expenditure of \$75.00. Nearly the whole of this was paid by the inhabitants in the way of materials and labour. I think a very material advance is shown in the duration of schools in the township; as the average continuance of 9 months and 19 days is not only an improvement upon all preceding returns, but is also greater than that of most townships exclusively embracing rural populations. Public opinion is still divided on the subject of free schools, and so long as its adherents and warm advocates are as inconsistent as some that could be pointed out here, it is not likely to be viewed with general approbation. Last year the inhabitants of a wealthy school section in this township, the majority of whom are hostile to free schools, consented to establish one as a matter of experiment; but as two families numbering many children never sent one to the school, an increased objection to free schools has been felt, and a school sustained by a rate bill substituted. Many persons express the opinion, that viewing the existing divided sentiment on the matter, it would be well for the Legislature to enact that all common schools shall be free, provided some rational means can be devised for securing a more steady attendance of scholars.

71. *Charles S. Harris, Esquire, Middleton.*—The cause of non-attendance is principally indifference of parents. The general regulations in regard to religious instructions are followed only in school section No. 9. The result, I should say, is good, as that is the most prosperous section we have. The examination papers used at the County Board of Instruction are printed according to the revised programme. Prizes have only been given in three sections, Nos. 1, 5 and 6, and with good results.

72. *The Reverend Jacob Van Loon, Townsend.*—I may say, in reviewing the progress of schools in this township for the past year, that there is much to encourage and stimulate every labour of learning, and this increasing interest and progress is to be attributed more to our excellent system than to any other cause. All that is now requisite to make our common school enterprise equal to any in the world, is a faithful and efficient administration. We have in this township a number of schools which must exceed the most enlarged expectations of the most sanguine with reference to their attainments. These schools have been taught by the same teachers for the last two or three years, and have been constantly open. There is an emulation among the teachers to exert themselves to have their pupils excel. This principle has been created by a friendly intercourse in visiting each other's schools at the quarterly examinations, and has a most stimulating influence upon the pupils. The distribution of prizes to the children, where they have been given, has had a marked effect upon the faithfulness and affection of the children, and should be encouraged to a greater extent. The Holy Scriptures are being introduced in many of our schools, from which pupils are required to read at least one lesson each day. Generally religious instruction is not given by many of the teachers, but in some of the schools vocal music is practised, I think with good effect. With all the light and progress of the present age, we have still some parents and guardians who are as yet indifferent to the education of their children; however, we are happy to state that this state of things is fast passing away. Arrangements with regard to locality and other facilities have been so perfectly made in this township, that I think every child requiring education may have the privileges of school if the parents desire it. There is a gradual progress upward in the standard of qualification for teachers. The revised programme is strictly adhered to, and the questions for the last two sittings have been mostly printed. It is the aim of the County Board to furnish the most competent teachers possible for the county. A very beneficial influence may be exerted for the interest of education by public lectures; a means that has been before too much overlooked and neglected. In order to make our schools efficient, we need to have the attention and enlist the interest of all parties. At the present time but little interest is manifested in the establishment of township or school section libraries, which probably arises from the general distribution of books in this section of the country. In a community of so general independence with reference to means and opportunities for procuring books, most persons had rather make books a private than a public matter.

## XXVII. COUNTY OF OXFORD.

73. *The Reverend John Gerrie, Blandford and Zorra East.*—The revolution of the season calls me again to address a few remarks respecting the state of the schools in this locality, and I am happy in informing you, that upon the whole, we are evidently in a state of hopeful progression and prosperity. We have now no third-class teachers, and at least one-half of the teachers in Blandford and Zorra East are first-class, either of the Normal School or County Board. The schools have, with two exceptions, been kept open the whole year; and one of the exceptions was school section 11, Zorra East, where a new brick school-house was building, which was opened on 1st July. Fewer of our teachers have changed this year than in former years, and most of those now employed are persons of respectable abilities, natural and acquired—of good moral principles, and of energy of character; and the schools are, with one or two exceptions, in a very prosperous state. The greater part of our schools are now free—10 out of 13 in Zorra East, and 2 out of 4 in Blandford. The number who do not attend any school is very small, except where the distance is very great. In Blandford there is still one section that has never had a school. Much of the land is unoccupied, and the few poor settlers are unable to procure a teacher. They have to send their children to No. 10, East Zorra, near this village, three or four miles, or to Blenheim, on the other side. This section is very large, and they began to collect for a new stone school-house; but at the school meeting in January, they agreed to petition the Township Council to divide the section, and form two union sections, one at this village, and the other at Blandford. Still there will be a few families that will have a long distance to go to school. Within the last two years, five beautiful school-houses have been erected in East Zorra; one of which, No. 11, was opened last July. The salaries of the teachers have been raised in a number of instances, and the persons now chosen as Trustees are far in advance of the *old stock*, who thought that the cheapest schoolmaster was the best, but who generally found that the cheapest was the most costly in the end. I am sorry to say that our libraries are not so much objects of attention and interest as they should be. A few read, but the mass are wholly taken up with other matters; and this year farmers have little money to spare. The value of school property in Zorra East, leaving out two or three old log school-houses, must be over \$8,000, and in a few years a log school-house will be a thing of a former generation. We have hardly any indigent children among us. One lady school has been established in this village last summer, and is very respectable. We have no Roman Catholics, and no separate schools, and we do not wish for any. In the north end of Zorra East the population are German, and they have tried to get German teachers, and have German lessons at certain hours of the day; but they failed in this, and have now English teachers. Thus, Reverend and Honored Sir, I have mentioned what I think of most importance. I hope we are advancing in a spirit of enlightened and heaven-directed intelligence, and that liberal and scriptural views of truth in religion and science will more and more prevail. I am happy to say that the Bible is read in all our schools—devotional services in most of them. It is sometimes very difficult to get the people to attend lectures—that is, in some sections. Still we must labor and faint not. It is my wish and prayer that the good Lord may give you light and wisdom to guide you in all your deliberations; and that you may, under Divine direction, adopt and carry out such measures as shall effectually promote the cause so dear to your heart, and that your name may go down unsullied to future generations, and “your reward be great in heaven.”

74. *The Reverend William Donald, Norwich North.*—No prizes of any importance were awarded during the past year; but in connection with most of the schools there were public celebrations at which recitations were given by the more promising and advanced scholars. Such gatherings bring out the parents and other friends of the pupils; and the presence of those visitors, together with the interest which is generally manifested in a great variety of ways, is often very encouraging both to the teacher and the pupils under his care. There is a library in connection with each school section in this township. The number of applications, however, has been very small; and although the few books which have been taken out have probably done well, and in silence, a really good work, yet I cannot find that any very appreciable benefits have been derived from the library during the past year. This state of matters is, perhaps, owing at least in some degree, to the fact that

two or three years ago the best books were selected, with the consent of the Township Council, to form a library for the school section which includes the village of Norwichville. The Council now desires that the original plan of an impartial distribution to each section should be again adopted. I am now preparing to carry this resolution into effect; and I hope that the next annual report will disclose a different state of matters with regard to the library. The number of children of school age not attending school is small—smaller than in many other parts of the country with which I am acquainted. The fact that free schools are every year increasing, has in this connection a peculiar significance. I must say, too, that a desire for the education of their children seems almost universal among parents, and in many cases, considerable sacrifices are cheerfully submitted to that this desire may be gratified. I have much pleasure in stating that the staff of teachers employed in this township is, on the whole, a very efficient one. I am somewhat surprised, however, to find that we have no teachers amongst us who hold Provincial certificates. The revised scheme of examination has been adopted by the Board of Public Instruction for this county.

75. *The Reverend Donald McKennie, Zorra West.*—The schools in this township are generally in a state of happy efficiency. The working of the School Act is better understood than formerly. Free schools are quite in the ascendant. The very deficient crops and the state of the markets, of late so unfavorable to farmers, have, I think, prevented Trustees from making any considerable additions to their school libraries or apparatus. The library books that are in hand are numbered and labelled, and no doubt exert a happy influence in the community. The Holy Scriptures are read in all the schools, and the general religious instructions are observed by two school sections. The revised programme for County Boards is observed, and the questions are printed. The power and stability of our schools may be inferred from the fact that all the schools have been kept open all the year round, and that the number of non-attendants is so small, and but for some family obstacles and afflictions necessarily preventing children from attending school, I believe none would be found in the column of non-attendants. The Journal of Education is regularly received in some school sections; in others, not so. As to the matter of prizes in schools, after watching the working of them for a long time, I have grave doubts as to their beneficial results on the whole. I have seen the distribution of prizes create a host of bad feelings among both parents and pupils; and if they are to be continued in our common schools, it will be necessary to adopt some plan for their regulation, in order to prevent partiality on the part of the teacher; pride and self-conceit on the part of the receivers—and, above all, to prevent the timid and less forward child from being discouraged, and acquiring a distaste for education it might be all his lifetime. In closing these remarks I cannot but express my ardent gratitude to almighty God for the abundant facilities which our common school system provides for our children, in respect to education, in our highly privileged Canada West; and I pray that the time may come when education and Bible instruction shall fill the whole earth.

76. *The Reverend Archibald Cross, Oxford West.*—There is nothing very particular about the report to remark on this season. In one section you will observe there is no less than 140 children represented as non-attending any school; in another the number of such is said to be 60. I think, at least I hope, that these are exaggerations. Both sections are very large, and perhaps the Trustees have been exercising their imagination a little too freely. The sole cause of such non-attendance must be *indifference* (perhaps in the cases of some young children it might be *distance*), for these sections have both free schools, and are filled with most active and efficient teachers. There have been several changes of teachers at the end of the year, and I am sorry to give it as my opinion that in most cases the Trustees have acted unwisely. I trust, however, that my successor will have a more favorable opinion to express at the close of this year. I cannot state anything positive about the religious instruction given in the schools. In most of them the Scriptures are read, and prayer offered, at least once every day. I am sorry to see that in West Oxford they are making little or no progress in the matter of libraries. It is to be hoped that the rising generation will have a greater relish for reading than their parents have. The manner in which we proceed in the examination of teachers is as follows:—One member pre-

pres certain questions on one department: I have, on two occasions, had the subjects of geography and history; another member has another department assigned to him, and so on. The questions thus drawn up are printed on a sheet, which is put into the teacher's hand, and he is required to write his answers under our eye, and before he leaves the hall. Our Board meets here this month. In consequence of trouble and the miserable state of the roads for a great part of the season, I have not been able to visit all the schools under my care as often as I would have liked. I think it would be a vast improvement on the present practice if there were but one Local Superintendent for the whole county, who could devote his time and energies to the duties, instead of one for each township, who, perhaps, has other duties that demand his time and strength. But I am travelling beyond my proper sphere.

77. *John Carr, Esquire, Nissouri East.*—The cause of non-attendance of pupils is that the parents require their services. The general regulations with respect to religious instruction are observed, and with marked improvement in the character of the children. The revised programme for County Board examinations is observed, and the questions are printed. The library creates a desire for knowledge, and has a salutary effect on both young and old. The distribution of prizes has the very best influence, and causes a spirit of emulation.

78. *The Reverend John Garnet, Derham.*—I think I can say that the cause of common school education is progressing in this township. As you will see by the report, our schools are all *free*, save one. The average attendance will, I think, be found to compare favorable with other sections of the country. The causes of the non-attendance of so many of our school population are so numerous that it would be difficult to enumerate them. Perhaps the chief cause is the want of appreciation on the part of parents of the importance of the matter. The general regulations in regard to religious instruction are not observed in this township, the general opinion being that the churches will attend to this in their own more proper sphere. The revised programme for County Board examinations is observed in this circuit, and the examination questions are printed. Our township library exercises a decidedly beneficial influence, at least as far as my personal observation has extended, and the books are covered, labelled, &c., according to the regulations, which are, I think, all faithfully observed. Prizes have been distributed to such an extent, that I am unable to state positively what influence has been exercised by them, but I feel disposed to believe it good, rather than otherwise.

#### XXVIII. COUNTY OF WATERLOO.

79. *Isaac L. Bowman, Esquire, Waterloo.*—I am happy to state to you that the cause of education is somewhat slowly, yet surely and steadily progressing; and that we may expect, before many years have elapsed, to hold in an educational, as we now hold in an agricultural point of view, no mean position compared with our neighbouring townships and municipalities. Many of the old school houses are being torn down, and spacious and beautiful buildings raised in their stead. Two very fine school houses were built last year. The one at Broomingdale is, for a country-school house, certainly a very fine building, and such as to do honor to the section. Two more are to be built on the most improved plan the ensuing year. The public school lectures which I had the pleasure of delivering throughout the townships were on the whole very well attended, and there is evidently an increasing interest manifested in the subject of education among many of the inhabitants of this township. These, amongst some other unmistakable marks of progress, lead us to hope that there is a good time coming.

80. *The Reverend J. Boyd, Wellesley.*—The schools in this township are, I think, upon the whole, improving; several large and commodious school-houses have been erected during the last few years, adding much to the convenience and comfort of both teachers and pupils. The schools now in operation are better furnished with maps and apparatus than formerly, and they are found to render the instructions imparted more intelligible and interesting, and no doubt more profitable. I am happy to find, on the part of the trustees, a disposition to do more in this way than hitherto. The inhabitants of this township are warmly attached to our common school system, and are anxious to maintain its integrity.

Even those who support separate schools inform me that they would at once apply to the Council to have common schools substituted for them, were it not for the decided opposition to such a course manifested by their clergymen. They are of opinion that their children would be better educated in the common schools, and some of them, even in the face of the remonstrances of their clergymen, send them there.

#### XXIX. COUNTY OF WELLINGTON.

81. *A. Dingwall Fordyce, Esquire, North Riding, County Wellington.*—Although there is no doubt that since the appointment of auditors, the financial statements are much more satisfactory, there are yet a good many cases in which I suspect their attestation. The report is a mere form; as if they found the accounts presented to them to be correct, they seem not to have taken the trouble of examining the financial statement in the schedule to which their names are attached. When I have found this to be the case, I have drawn attention to it; and in some cases it will be seen that Trustees personally advanced money, and so give payments exceeding the apparent receipts. Five new school houses have been erected; one of brick, the others of frame and log. It is determined to build a stone one this season. And in another section, where they have great need of better accommodation, they have resolved at the annual meeting not to build this year: their section having been weakened is the alleged reason. All teachers apparently consider whatever text books they use to be authorized, to judge by their answers as I get them. I take it, however, that this answer does not mean that the scholars are supplied with the book named. The matter, however, shall not be lost sight of, and the use of those that are really authorized recommended in preference to such as the teacher, for some cause or another, may have a preference for. The neglect to take into account the new provision of the school law, which makes Trustees elected at an annual meeting take a declaration of office, has in certain cases led to a difficulty; the chairman being chosen as Trustee, and not vacating the chair while the meeting lasted. This, however, and other provisions, as they come to be better known, will be anticipated. And if I were to suggest any one point rather than another in which the law, in this part of the country at least, might be amended, I think it would be in not compelling Trustees to have the vacation uniformly at one time. I think it would work better to let them take any two consecutive weeks, either in August or in September. In this way, in addition to the main thing of letting the school be closed during the busiest part of the harvest, when even children that are of no use in the harvest field will be kept from school or will stay from it, some teachers might have the opportunity they do not now enjoy, of visiting other schools, and for which, as the law now is, while they are advised to do so, they actually have not the ability. In general, I may say that the schools have been successfully carried on during the year. Of course I would point to exceptions; to a teacher's exertions being paralyzed by undue want of confidence, or prejudice for some one else in the minds of the people; and to errors on the part of the Trustees in forming rash engagements with individuals not in all respects the most suitable. But these are the exceptions, and more interest appears to be taken by the people generally in their children's education, and there seems to be more appreciation of efforts made to advance it.

#### XXX. COUNTY OF HURON.

82. *John Atkinson, Esquire, Biddulph and McGillivray.*—I beg leave to report that twenty-two schools have been in operation in the two townships under my charge, of which twenty-one are free, and the other partly so; nearly all of them were kept open the whole year. A very good school-house has been built in section No. 3, McGillivray, during the past year, and I expect there will be four good ones built in these townships next summer. None of them are now without some large maps, and only one without a blackboard. These things show that the people take an interest in the cause of education, but as a general thing they seldom cheer the teacher or stimulate the teacher, by calling to see what is doing in the school. Several of the teachers are doing their duty well; others are deficient in tact to teach and govern. The measles visited nearly every section in these townships during the past year, and kept hundreds of the children from school for some time. The causes given by Trustees for the non attendance of children at school, are the indifference of parents and distance from school. The books in the township library in Biddulph are

covered, &c., but I regret to say, not much sought after. I feel pleasure in being able to state that Sunday School library books are very much read in many of the sections. In reply to the question about the Journal of Education, I think the information supplied in it would be productive of much more good, if it was circulated more in each section by the Trustees. I have reason to fear that in several sections it is only sought after by the teacher and perhaps one of the Trustees. Prizes have been given in so few of the sections, that I can scarcely form an opinion of the results. I feel, however, that I do not approve of them so much as I formerly did.

83. *Robert D. Bonis, Esquire, Hoy, Stephen, and Osborne.*—With respect to the number reported as not attending any school, I have reason to believe that it is made up chiefly of those from 14 years upwards, and who in cases of necessity are kept away to assist their parents. The influence of prize books is beginning to be appreciated, and a few schools have resolved to try them. I am happy to be able to state that two of the three townships composing my district are supplied with libraries, and from personal observation I can state that they are held in high estimation by the inhabitants. The Trustees of the several sections have, however, neglected to furnish much information, as the books have not been under their immediate control, but I will endeavour to have this remedied in future.

84. *The Reverend W. C. Jones, Grey, Howick and Turnberry.*—As usual, there is much of an encouraging, as well as much of a discouraging nature to communicate on school matters. Notwithstanding many drawbacks, I have much pleasure in announcing to you the fact, that the cause of education is, beyond all doubt, making progress in this section of the country, and that its blessings and advantages are beginning to be better appreciated than they seem to have hitherto been. This statement may seem at variance with the comparatively small aggregate attendance of the different schools during the past summer and autumn, as given in my annual report to you; but the cause of that is to be attributed more to the prevalence of scarlatina, measles, &c., among the children of this part of the country, than to the carelessness or indifference of parents, great even as that is. I have been highly gratified, in visiting the different schools during the present winter, at seeing the large numbers attending them; greater indeed than there have been in previous years. The school rooms, with three exceptions, are better furnished with maps and other school apparatus than they have hitherto been. People seem to realize more than they have hitherto done, the importance of having their school-rooms furnished with every necessary school appliances; and on this account Trustees have few or no difficulties to contend with in providing such appliances. Teachers of a superior class are now almost universally engaged, and indeed none but duly qualified persons are allowed to pass the Board of Public Instruction, great strictness being exercised there. I regret that I have little or nothing to communicate about the establishment or progress of school libraries in these townships. The time for their establishment seems as yet not to have fully arrived. A commencement has been made, however, as you will perceive from my report, but it will be some time yet, I fear, ere they become general, owing to the comparative poverty of the settlers. But from my knowledge of the people here, I can look forward with hope to the day when such institutions shall become general, even throughout these great settlements. The people are at the present moment grappling with those difficulties, privations and embarrassments, which are incident to every newly settled country, and which must be first mastered and overcome, ere they can take the same lively interest and delight in such institutions as they would do in better and more prosperous circumstances. But once let these difficulties be mastered, and their present struggles come to an end, and I feel persuaded that they will be beheld in no settlement in Canada in possessing the different means and appliances for elevating them in intelligence, social enjoyment, and personal and domestic happiness; and that this day may speedily arrive is my earnest prayer.

### XXXI. COUNTY OF BRUCE.

85. *John Eckford, Esquire, Brant, Carrick, Culross and Greenock.*—Since the appointment of Auditors, I find the reports of Trustees tolerably correct. Still there are some which require me to correspond with the parties, and our postal communications are such, that from many sections I cannot get an answer earlier than ten days or a fortnight.

In these reports it will be perceived that a considerable number of children of school age are marked as not attending any school. A great proportion of these are youths of 13, 14, or 15 years who have long attended school and attained considerable proficiency. The attendance is good, and gradually improving. Many, it is true, are not regular in their attendance, and continue only for short periods, but in this also there is improvement. Few of the schools are now closed, as a number were in former times, for a few months; and the liberal government grant has contributed not a little to this desirable change. In all schools of considerable standing, good maps and other school apparatus have been provided. Libraries increase slowly, but where they exist, the best results follow. It is a difficult matter to get a good management of them. The Board of Public Instruction licenses only persons of competent scholarship, and unexceptionable moral character, and I am much gratified with the evidences all over my district of their diligence and success. The pupils are trained to think, and subjects are simplified, explained and illustrated, until they are thoroughly understood. Many show great intelligence, readiness and accuracy under examination. The *note* and the *cramming* systems are now banished. I have made it my business to become acquainted with the state of the schools in other parts of the province, and to note every improvement; and I am of opinion that we are keeping up with the improvement of the day, and that our schools are second to none in similar circumstances in our new but rapidly improving townships.

86. *The Reverend William Fraser, Bruce, Huron, Kincardine and Kinloss*—I am happy to note a rapid advancement in teachers, school-houses, and general attendance. A number of teachers are from the Normal School, both male and female, proving by practical experiment the careful training they have received. The school district under my charge has only been under the hand of civilized man from nine to twelve years. However, the whole is divided into 46 sections, and in these, 36 schools were in active operation last year. And from the number of school-houses built, and others proposed, I trust every section will soon be occupied. Encouraged and aided as we are by a School Law second to none upon earth for securing great ends by small means, still I am sorry to acknowledge that from ignorance, poverty and indifference, a large number of children are very irregular in their attendance, and a goodly number are never sent at all. The comparative average attendance of last year over the preceding one has been greater than ten per cent; nevertheless a mild compulsory Bill would soon correct the evil, and be freely accepted by the people. All our schools but one are free, and that was made a rate-bill school to destroy it, which was effectually accomplished. We are fast getting maps and libraries, and have lately established a teachers' association, advertized to meet this week. I am extremely happy to state that, in the present divided state of opinion—Catholic and Protestant—we are all one, and live in peace without a single separate school, or a creature asking for anything of the kind. I have a long experience of Roman Catholic sentiment, and I cannot help the conviction, that the intermeddling and imprudence of superintendents, teachers and visitors, are, to a great extent, the cause of Separate Schools among a poor and over-taxed people. The great work of the parent and pastor is to form the religious, while the teacher engages to form the literary mind. He has no right to tamper in the least with the denominational convictions of the child committed to his charge. The common elements of an English education require not one word of sectarian creeds. It is contrary to the letter and spirit of our excellent school bill to employ a single officer to advance such ends by means of an office common to all, for all, and paid by all alike. The teacher ought to be a christian man, but a literary character. We have no sectarian rules of reading, writing and cyphering. All denominations have had their scholars, and great philosophic minds. In the pew they did not read alike; but whenever they entered the school-house, they read the very same lessons in the starry heavens above and the earth beneath. The Roman Catholic Galileo, the Presbyterian Chalmers, the Episcopalian Newton, the United Presbyterian Dick, the Methodist Clarke, and the Congregational Pye Smith, could never find a line of denominational religion in the vast fields of human learning, which they so fully explored. So let our people walk the same streets, build the same cities and towns, obey the same law, support the same throne; and as they have often done, if need be, fight the same battles, and mingle their blood together in the defence of their altars, Queen and country. And let them learn early to do this by sitting together

at the same desk, under the same teacher, in the same school-room, and learning that the family of man are all one on the same playground. If the evil of discension must follow our church organizations, the school-house may, and ought to be saved, or there is a serious fault somewhere.

### XXXII. COUNTY OF MIDDLESEX.

87. *James Venning, Esquire, Dorchester North.*—I cannot pronounce upon the advancement or retrogression of the schools in this township; I can only speak of their present state of efficiency. All the schools are free, and will continue so, it being liked much better than the other system. The teachers are generally efficient and much interested in their calling, and the school examinations were creditable—many of them highly so. The main cause of non-attendance is, I think, carelessness of parents, though the greater part of the schools are well attended. The distribution of prizes has been but little tried, but some of the schools are resolved to make the experiment during the present year. Some of the schools are but poorly supplied with maps and apparatus; but the Trustees have promised to avail themselves of the facility afforded them by the Department, and to procure a supply. But little can be said in reference to the libraries, as they have been poorly attended to. Arrangements, however, have been made in some places for their being taken care of, and opened to the public, from which we anticipate much good. On the whole, we think that the state of education in this township is satisfactory and highly encouraging.

88. *Charles Hardie, Esquire, Nisscuri West.*—The time the schools have been kept open averages 113-5 months. They have all been, and still are, supported by the free school system, and the teachers employed are generally well qualified and diligent in the performance of their duties, as is plainly evident from the remarkable progress the pupils have made during 1862. So much so that teachers who have spent many years in the profession have recently tried to fill vacancies here, but were found incapable for want of higher attainments than they profess to teach the pupils in many branches of learning more generally studied in our schools. For some reason the standard of learning taught to the youth is higher than the acquirements of the generality of the adult population. I think the cause why so few visits are made to our schools, is because it produces little gratification to those who cannot appreciate the benefits thereof. I am sorry to state that the attendance of our schools is sometimes very irregular, on account of various trivial causes, besides manual labor, by which means great hindrances are occasioned to the thorough acquisition of useful and practical knowledge. It is needless for me to enlarge farther upon other particulars, than to state that the moral and religious condition of the people is greatly improved, as ten edifices of public worship will be completed this year, where recently there were only two. Bible classes and Sunday schools are established in various parts of the township. Our township library is in a languishing state, but I hope that the succeeding generation will so establish and extend its usefulness as to make it one of the indispensable institutions of an enlightened people. With unfeigned pleasure I still have the honor of addressing this report to you, the admirable friend and benefactor of the inhabitants of Upper Canada.

89. *John A. Scoon, Esquire, Williams West.*—I herewith present you with my annual report of the common schools of the township of Williams, in the County of Middlesex, for the year 1862, by which you will see that they have been generally prosperous throughout the year, though only one has been kept open the whole time. The desire for free schools is increasing, and will, I believe, be general in West Williams this year. In two of the school sections some children between the ages of 5 and 16 years have not attended school during any part of the year. In No. 6 the awkwardness of the form of the section renders the attendance of some children impossible, and the indifference of parents to the benefits of education causes the non-attendance of the rest. This remark will also apply to those not attending school in section No. 13. The revised programme for County Board examinations is observed, but the questions are not printed. There is a township library for the use of the school section, the books of which are covered, labelled and numbered, but only two of the sections have availed themselves of the advantage, and in them

the books have been very little read, and, consequently, they have exerted little influence. The general regulations in regard to religious instruction, have been followed in school section No. 6 only; but I cannot say whether that, or the superior management of the teachers, have caused it to be the most orderly school in the township of Williams.

### XXXIII. COUNTY OF ELGIN.

90. *The Reverend John S. McColl, West Riding County of Elgin.*—It affords me much pleasure to state that a greater interest is manifested in the advancement of education than during previous years. Greater exertions are put forth for its general diffusion and extension. Old school-houses are rapidly disappearing before more elegant and commodious ones, admirably adapted to the present wants of an enlightened education. More efficient teachers are employed in several localities, who are indefatigable in their labors for the promotion of science and literature. Such teachers exert a potent influence upon the rising generation in its progress and amelioration. They stamp indelible impressions on the youthful minds committed to their care, and prepare them to discharge efficiently the varied and important duties of life. It is exceedingly desirable that faithful and competent teachers should be engaged, who are deeply imbued with the spirit of their profession. The salaries of such teachers should be no barrier in the way, for they are ultimately the best, cheapest and the most serviceable.

The irregular attendance of pupils is mainly attributable to the carelessness or indifference of parents. A statutory enactment, with certain restrictions, making it imperative upon parents to send their children to school, is a great desideratum.

There are only a few libraries established in the West Riding of Elgin. In consequence of no addition being made to them for some time, less interest is taken in them than formerly.

In many of the schools (as you will see by my report) the Bible is read, and other devotional exercises are attended to, but I apprehend that the work of inculcating religious instruction should be left to the parent, guardian or pastor. Denominational schools exert a baneful influence wherever they are established. They engender malevolence, intolerance and bigotry towards other religious denominations, and arouse the fiercest and most malignant passions against those who do not belong to the same church as themselves.

Were denominational schools generally established, they would sap the very foundation of our noble and magnificent system of education.

### XXXIV. COUNTY OF LAMBTON.

91. *The Reverend Peter Goodfellow, Bosanquet.*—I do not feel myself warranted to say much as to the progress of our schools during the last twelve months, nor yet to speak in a very condemnatory way of the present condition of many of them. There are some three or four that indicate a considerable degree of prosperity; but with respect to the remainder, boasting is excluded. Of the twelve opened during the year, all, with the one exception, kept open the full time. In some the attendance was good and well sustained, but in others, as will be seen by the report, it was shamefully deficient. Various causes may, I believe, be assigned for this. The country is new; many people are struggling to get their land cleared, not only of wood, but also of debt; and the children, especially the larger boys, instead of being sent to school, come in for a share of the burthen at home. But another cause, I have no doubt, is the want of efficient teachers. Wherever such have been employed, I notice the attendance has been better and more regular. Parents have confidence in these teachers. They see that the time of their children has not been wasted, and are less disposed to keep them at home, while the children themselves are less willing to stay. But such a class of teachers, I am sorry to say, have been the exception with us. A few we have had who deserve the highest praise for the faithfulness and zeal with which they have discharged their laborious duties; but we have had also some time-servers, persons who ought never to have been teachers, although they had the education, and who were, some of them, to the last degree inefficient for the want of it. We expect better things, however, in the future. The Board of Public Instruction for the county is becoming more strict in its examination, and agreed, at its last meeting, to do away with third-class certi

cates altogether. We have an almost total change in our staff from last year, only four out of the twelve being re-engaged; and of these none, I believe, had been employed more than a year, and one only six months previously. There appears to be a mania among the Trustees for a change of teachers. This I deem a great evil and a hindrance to the progress of education in this township. Whether the new supply will be any improvement on the old or not, remains to be seen. The number of those holding first-class certificates, small before, appears to be growing "smaller by degrees and beautifully less." We have only two this year, one less than last. Indeed, throughout the country generally, they are few and far between; and I suppose this will be the case until more encouragement is given them, and larger salaries offered. Thoroughly qualified teachers are not expected at the very moderate remuneration offered by some, even of the ablest of our sections. With many of the Boards of Trustees, the teacher whose services can be secured at the lowest salary is the one most likely to be accepted. I have endeavored to impress upon them the deception they are practising upon themselves, and the wrong they are doing to the rising generation; but money is more cogent than my logic. It is only doing justice to some, however, to say that they are doing what they can. Owing to the large tracts of unsettled land still in the townships, a few of the sections are much weaker than others, and find it quite an effort to keep up a school of any kind among them all the year round. But generally I am pleased to think there are unmistakable indications of a growing interest in the subject of education. Backward as most of our schools are, they are not without some pleasing features. They are, without exception, all free. The half-yearly examinations are in some localities very well attended by both old and young; and, though mostly destitute of the necessary school apparatus, except maps and the blackboard, the school-houses are for the most part good. In two or three of the schools, prizes were awarded, and as far as I can learn, with the happiest effect. In regard to public school libraries, I am sorry to say there is not one in the township. I have, however, brought the matter frequently before the people in my intercourse with them, and to-day attended the meeting of the Council for the purpose of bringing the subject before them. They entertained it very favorably, and only deferred apportioning a sum of money for this purpose until they could see a catalogue of the books, that they might be the better able to judge how much would be required. They meet again in a fortnight, and as soon thereafter as the selection can be made, I hope we shall have a good order forwarded to the Educational Department, Toronto.

92. *The Reverend David Armstrong, Moore.*—The cause of the non-attendance of the children lies, to a great extent, with parents. If they would do their duty to their children, we would not have very much trouble in carrying out efficiently our school system. It is lamentable to see the carelessness manifested by parents on this great question, even at my school lectures. I find it almost impossible to get even more than three or four of them to attend. But it has occurred to me that if the Trustees of each section would only exert themselves a little in visiting the schools more frequently, making enquiry about the children, &c, they would do a vast amount of good. Trustees, generally, as far as I know, are very negligent. They seem to be under the impression that to impose a tax, engage a teacher, collect his salary, and attend the annual school meeting, is all they are required to do. This is partially carried out by a great many—indeed, by the majority of the Trustees with whom I am acquainted, not only in this township, but in other places. Now, I have no doubt whatever that if Trustees would visit the schools, say monthly, look over the register carefully, enquire after children who are irregular in their attendance, as well as those who do not attend school at all, that after a very short time the average attendance in our schools would be much larger than it is just now, and their influence would be felt to a much greater extent than it can possibly be under present circumstances. The examination papers at the County Board are printed. I have heard that the influence of the libraries is most beneficial. Looking at our schools for the past year, although they have had many difficulties to contend with through the carelessness of parents and negligence of Trustees, &c., yet they have been very successful. Taking our schools in this township as a whole, they are in a better condition than in many other places I am acquainted with. During the month of January last, I travelled the counties of Huron, Middlesex, Perth, and part of Waterloo, and when I compare our schools with those in the above counties, I find the comparison very favorable indeed to us. We have a good class of teachers—intél-

ligent—with their hearts in their work. The discipline in all the schools is very good, and the progress made in education during the past year is very encouraging. I wish a law was introduced to make six months' school illegal. They really produce no good results, as the amount the children learn during the six months they are at school, they forget the six months they are at home, and the county generally is now in a position to support at least nine months' schools.

93. *John K. Forsyth, Esquire, Sombra.*—There are nine school sections in the Township of Sombra; no private or union schools. Of the school-houses six are frame buildings, and freehold; are quite comfortable. The other three are log, put up long since for meeting houses, and rented by the Trustees. They have no accommodation whatever for school purposes. However, I am in hopes that before another year proper school-houses will be built, as they are only waiting until the sections are permanently established: the sections are willing and able to build at once. The cause of non and temporary attendance of children, is that the parents labour under the false impression that the services of the children at home for any frivolous work is of more benefit to them than learning to the child. There is, however, a pretty fair attendance, and the schools are working well. The teachers are mostly well qualified, and good order is kept in their schools. Three of the nine were female teachers; but as their terms expired they have relinquished teaching, and their places are filled up by male teachers. What I consider the greatest drawback to the working of school is the indifference of the Trustees, with few exceptions, in not looking to the state of their school-houses, making them comfortable, and getting maps and other apparatus; and also in not visiting their schools oftener, as some never enter the school-house, except on some public occasion. Until Trustees are persons that will take a lively interest in the schools, we may look in vain for that progress they should make. There are but three libraries in the township belonging to school sections; the others are Sunday school libraries. I have no doubt they have a good influence, as the books seem to be well used. If new books were added occasionally, there would be more calls, as scarcely any one reads the same book twice. The books are covered, and I believe the regulations are observed. No prizes have been distributed in any of the schools, as yet; but I have no doubt they would have the desired effect.

#### XXXV. COUNTY OF ESSEX.

94. *Jonathan Wigfield, Esquire, Mersea.*—Although I cannot speak very flatteringly of the state of education in this township, it affords me much pleasure to remark, that in some of the schools under my superintendence I have observed, during the year, a decided improvement, which I think is mainly attributable to the lively interest exhibited by the Trustees, and by the parents and guardians of the children, in their success and efficiency. In those schools in which prizes were distributed, I found the greatest diligence, proficiency and regularity of attendance; which to me is very satisfactory evidence of the beneficial influence of the system. All the schools may be said to be free, only one having a rate bill of 3 cts. per month, and most of them have been kept open the whole year. Prayer and the reading of the Scriptures is the general rule. I think the principal cause of non-attendance is, that at certain seasons of the year the children are found very useful at home, and hence their mental and moral culture is entirely neglected, and they are left to grow up in life without the first rudiments of learning, mainly on that account. I am happy to report that the Trustees of No. 8 have wisely supplied their section with a library, which is having a good effect. I hope an effort will be made during the present year to establish a library in each school section in the township. This step, in connection with other appliances, is indispensably necessary for the advancement of intelligence and education, and the preparation of our rapidly increasing youthful population for these important municipal and civil stations which, ere long, they will be called upon to fill.

95. *Alexander Craig, Esquire, Tilbury West.*—The schools in this township are all free this year, as usual, and there has been no dissension. At present they are all open, and from their appearance promise progress. They are all opened and closed with night prayer. One section has put up a new frame school-house last year, with proper seats, according to the manual of school architecture. Another section is about to be divided

(being more than eight miles in length, and so very inconvenient for the children), and as soon as the division takes place, two new school-houses must be built. Our teachers are better qualified than formerly, several of the schools having procured the services of superior teachers; we had one from the Normal School last year, and another this. I hope the day is not far distant when all our teachers will be from the Normal School; for without efficient teachers it is impossible to raise scholars. I am persuaded that the low-class teachers and the old log school-houses have just about served their time. I believe the Trustees are doing as well as times will admit of. I have been requesting them to furnish their schools with proper apparatus—they have maps. Three of the school sections have each got one of Tackabury's Maps of Canada West. We have only two Sabbath-school libraries, the books of which are well perused and properly taken care of. I regret to state that nothing has been done as yet to procure school libraries.

96. *James Bell, Esquire, Colchester.*—One of the colored schools (No. 13) has sent in a report, well drawn up, and quite intelligible. I have reason to believe that it is a very well conducted school, and I know the teacher to be an eminently practical and intelligent man. The question about non-attendance is best answered, I imagine, by the expression "carelessness of parents" though, no doubt, there may be various other reasons, such as distance, bad clothing, want of shoes, &c. In the sections in my neighbourhood, the attendance has been better since the plan of free schools has been adopted. I am glad to see the free school system becoming more popular than it was some years ago. I am not able to say to what extent religious instruction has been attempted to be imparted by common school teachers. The examinations of candidates at the meeting of the County Board have been mainly conducted by means of printed questions and written answers, for seven or eight years, during which period I have been a pretty regular attendant as a grammar school Trustee. In former years, I must say, we were too indulgent to the deficiencies of applicants, being aware that we must either pass those who applied (unless some very strong objection existed against them), or the schools must be without teachers. Such is no longer the case: applicants are numerous and we reject several every meeting. And it is the intention, I know, of several leading members of the Board, to adopt a stricter examination and more discrimination in the granting of certificates, than has hitherto been the rule. At its first meeting this year, the Township Council appointed a commissioner personally to examine and report on the state of the township library. His report has not yet been given in. In my visit to the library two months ago, I found about one fourth of the books (consisting principally of juvenile works) not in good condition. They showed marks of having been much used, which is so far satisfactory. It may also be said that these books appear to be got up in a somewhat unsubstantial manner. A great many of the volumes in history and philosophy were in excellent condition, but appeared to have suffered from handling. I believe the library contains about 1400 volumes, and is altogether a respectable and valuable collection. I cannot say what effect may have been produced by prizes in the two or three schools in which they have been given. With respect to one of these schools, I have heard that the teacher's attention was (in the estimation of some of those interested in the school) too much occupied in the mere show parts of the school work, to the neglect of the primary class and studies. Some are of opinion that the undoubted advantages arising from prizes operating as a spur to exertion, are more than counterbalanced by the depressing effect of disappointment on the unsuccessful, who are always the larger party, and who are often unsuccessful, not from want of industry, but from nervousness, and a sinking sensitiveness, which is often characteristic of the finest natures, both in a moral and intellectual point of view. Perhaps the effect on the *successful* in many cases is not *entirely* good, if viewed in all its bearings.

97. *Louis LeRicheux, Esquire, Anglesea and Kaladar, Co. of Addington.*—With regard to education in this township, I consider that there is a general desire for it, the principal impediment being the poverty of the inhabitants in this barren locality, which nearly every one is desirous of leaving. Many children are kept at home in the winter, on account of the distance, the want of clothes, and the badness of the roads; and in the summer time because their services are required on the land. The best conducted and most efficient school is Section No. 2. The teacher, J. B. Spencer, has, since his appointment, maintained order without corporal

punishment, and has evidently infused a love for the acquirement of learning in the minds of his pupils; and it is very pleasing to observe the spirit of emulation that exist among them. In several of the schools, the pupils consist of Catholics and Protestants, from which theological instruction has been very properly excluded. With regard to the other schools, I cannot say anything, as my own opinions on the subject have led me to pay more attention to the progress of secular knowledge. The short time I have held office does not enable me to give any information as to the County Board examinations. I succeeded my son (who has lately obtained the appointment of assistant-master in the grammar school at Kingston,) but had I known that my residence in Kaladar would have been so soon terminated, I would not have accepted the office, but the impossibility of obtaining a living in the place compelled me to leave. I have ever had a love for the diffusion of knowledge, and leave my office with regret, and I think I may say with the regret of the inhabitants. My son had originated a system of prizes which I submitted to, and supported before the Council, and for the carrying out of which I shall still use my influence with them.

### XXXVI. THE CITIES.

98. *The Reverend William Ormiston, D.D., Hamilton*—1st. *Attendance*.—When to the number of pupils whose names appear on the Register of the Common and Separate Schools is added the number attending the various private schools in the city, it will appear that the number of children who do not attend some school for a longer or shorter period during the year is not very great. And two general reasons may be given why the number is not even less. The lamentable and culpable negligence of parents, and the employment of not a few children, at an early age, in various avocations.

2nd. *Religious Instruction*.—Arrangements have been made by the Trustees, by which one hour every Friday afternoon is set apart for the purposes of religious instruction. This instruction is imparted in the different apartments of the central school, by the various clergymen holding pastoral charges in this city; each child being required to attend the class of the minister named by his parent or guardian. So far as I have been able to learn, this arrangement affords very general satisfaction.

3rd. *Library*.—The library contains about 1,500 volumes, and is carefully kept. The books, though not covered, are all properly arranged and numbered, and a catalogue published. Many of the books are in constant circulation among the pupils and in the families to which they belong, and cannot fail to prove extensively useful. In my opinion, the system of common school libraries is a public boon, and is well fitted to subservise the interests of general education.

4th. *Examination of Teachers*.—The County Board of Public Instruction holds their semi-annual examinations, which are conducted chiefly in writing. The questions are printed, and a copy of them is put into the hands of each candidate. These examinations are careful and thorough, and prove highly beneficial to the teachers, many of whom come up at successive examinations in order to obtain a certificate of a higher grade.

99. *The Reverend George Weir, M. A., Kingston*.—I beg to enclose herewith the annual report of the common schools of the city of Kingston. There have been few changes during the past year. The head master in our principal school, Mr. Thomas Gordon, who had for some years back so ably performed the duties of his office, and had been the first, by his ability and success as a teacher, to gain for the common schools of the city the confidence and support of the public, was promoted last spring to the position of mathematical master in the County Grammar School. Queen's College, at a cost of about \$280 per annum, has established Exhibitions or Scholarships from the common schools of the city to the County Grammar School, whereby ten pupils are constantly receiving the benefits of a higher education, and are being prepared for matriculation in the University. The first competition for admission in this way to the grammar school took place last spring, and the successful candidates were all Mr. Gordon's pupils. There are three scholarships of forty dollars each established in the County Grammar School by Queen's College for entrance to that University. There is thus a connecting link between the different educational institutions of the city. The prospect of an

Exhibition to the Grammar School is found to exercise a healthy and stimulating influence on the boys attending the common schools. The school in which Mr. Gordon taught has suffered considerably by his removal, with the more advanced and talented of his pupils, to the Grammar School. The common schools of this city continue to prosper and advance in proficiency, and to command more and more the support and confidence of the public. There is a healthy rivalry among the teachers, who, male and female, devote themselves to their work with a becoming sense of the high responsibility of their office. They exert a good influence on the moral and religious feelings of the young under their charge. The schools are all opened and closed with prayer, and the reading of the Scriptures. In some instances, I have been greatly pleased to find much careful instruction in Scripture knowledge, and that, too, among young children,—seeds sown in the youthful minds, of which the fruit may be unto holiness, and the end everlasting life. In other cases I have discovered a fearful ignorance of the ten commandments, and even of the Lord's Prayer. It appears to me to be essential to the correct formation of character, that the principles of truth and religion should be early and constantly inculcated; and now that there are Separate Roman Catholic Schools, I see no obstacle in the way of religious instructions forming a more prominent part in our common school system than it has hitherto done. If the great object of education be to make truthful, straightforward, honest, virtuous citizens, not merely with intellect cultivated, but with hearts and affections trained and moulded to "Whatever things are pure, lovely, and of good report," this great end can be effected only by the teaching of one book—the Bible. To awaken feelings of reverential awe in the youthful mind, a higher sanction and authority must be appealed to than men's. All that relates to the hopes and fears, duties and responsibilities of man, to his relation to God and his fellow-creatures, could be taught from God's Word without in any way interfering with denominational differences. Greater attention is now paid to this branch of instruction in our schools than heretofore. The public manifest a lively interest in the schools, and the examinations are numerous attended, and the Trustees are unremitting in their efforts to promote their advancement, devoting much time to them and visiting them frequently. The teachers, the pupils, and the public generally take much interest in the school library, and the valuable works in it are extensively read.

#### XXXVII. THE TOWNS.

100. *The Reverend George Bell, M.A., Clifton.*—*Cause of non-attendance.*—A few are kept at home and taught there when very young or in delicate health, rather than have them sent to the public school. Irregularity of attendance on the part of many whose names are entered on the register is one of the principal difficulties in the way of success in teaching. This irregularity has various causes, such as negligence of parents, indigence, &c. There is no direct religious teaching in the school. The revised programme for the County Board Examinations is observed in the county (Welland.) The examination questions are printed, and most of the examinations are in writing. There is no library in the possession of the school Trustees: the public library mentioned belongs to the municipality, and is kept by the town clerk in the Council Room. It is open free to all the inhabitants. The books are covered, labelled, and numbered, and the general regulations are observed. During the year 1862 the number of separate volumes taken out amounted to 868. Although the library is small, and consequently limited in variety of literature, it is certainly doing much good, particularly among the youth of the town. The small volumes of the Sabbath School Library mentioned are doubtless doing good, and finding their way into some families where it is feared there is a serious want of both moral and intellectual culture.

101. *Henry Robertson, Esquire, L.L.B., Collingwood.*—Although the advantages the present system of education offers have not been embraced as they should have been, in many cases, by the parents and guardians of the pupils, yet I am happy to state that the present year (1862) has been better in this respect than the preceding: The average for 1861 was 240, for 1862, it was 290. As this is my first annual report, I cannot speak of the progress of education with the same accuracy that a longer experience would warrant. As to their present efficiency, the schools are in very good condition,

both as regards order and diligence. The teachers seem to be industrious and faithful, and this is evinced by the proficiency of the pupils. Taking all things into consideration, the fruits of their labour are such as to merit commendation. Of the benefits of the system I need say very little. I think that a brief examination will show the greater advantages enjoyed by the pupils under the free school system, not only in the greater attendance, but the more advanced studies which are to be obtained under the better class of teachers. I think it is well adapted to the wants of the people of Canada; it is rational and fair, and seems to be the only means by which the light of learning can be brought to the homes of our settlers in the backwoods. As to the cause of the non-attendance of children, a great deal of it is, no doubt, owing to the indifference of parents, and to their want of a proper appreciation of the value and importance of education. I trust that this will soon cease to be the case, and that all will see that it is their interest as well as their duty to assist in the good cause. The revised programme is used by the County Board, but the examination questions are not printed. I have attended two meetings of the Board, and I think the tendency is towards raising the standard of qualifications for teachers, which will do much to secure for our County a good class of teachers. The common school library is in good order and preservation, it is open and free to all the inhabitants. The books are covered, labelled, and numbered, and all the regulations are observed. The library is well patronized and is doing a great deal of good, both in fostering a taste for reading, and directly furnishing useful information. The number of separate volumes taken out in 1862 amounted to 1,484. The benefits of these libraries will be apparent in the greater intelligence of the masses in the future. I think the distribution of prizes has exerted a beneficial influence here. It stimulates the pupils to greater diligence and studiousness, and besides creating a laudable spirit of emulation among the children, it has the additional advantage of inducing the parents to attend on such occasions. I have delivered two educational lectures during this season; neither has been well attended; but as the second was better attended than the first, I hope that there will be a still further increase in the future.

102. *The Reverend James S. Douglas, A.M., Peterborough.*—I have continued to superintend the union school of Peterborough, and the separate school, and to deliver the lectures on education as required by law, and I have to report favorably of the general state of both. The teachers are all faithful and diligent in the performance of their duties, and the pupils are increasing in numbers, and progressing steadily in the several studies;—music, drawing, and drill have been introduced into the Union School more largely, and with great advantage; and the piano is taught within the building to those who desire it. But there are some things wherein we are still defective. The examination of teachers is not conducted by the help of printed papers, because the number of candidates is too few to warrant the expense. The best way, it seems to me, would be to have papers printed in Toronto, with blank spaces for answers, and sent down in a sealed envelope, not to be opened till the day of examination, and thus secure an equal standard all over the country. The questions for County Boards must be simpler and more general than for the Normal school. The library is in full operation; prizes are distributed by competition in most classes. The Bible is read in the Union school, but to a very limited extent. The attendance might be greatly improved by home visiting, whether by the teachers or by the local superintendent, if the law were so amended. My visits here have been kindly received, both in the union and separate schools, and I hope that we shall gradually come to a better disposal of the educational forces in the community. The Observatory is not yet completed, in consequence of various delays, but I trust it will be in operation during the summer.

103. *The Reverend G. R. Sanderson, Port Hope.*—In presenting my Annual Report, I have great pleasure in testifying to the high state of efficiency in which the Union Central School exists, and to the improving condition of the two suburban schools. Two chief causes contribute to this end, while several subordinate ones undoubtedly furnish their quota. The admirable system of public instruction created by the Chief Superintendent of Education, and fostered by the Legislature of our country, would, in a measure, be inoperative but for the efficient working of the system; and to the latter we must look

in order that the end designed may be fully realized. The chief cause of the high state of efficiency of our union central school, is to be found in the ability and zeal of Mr. J. Gordon, the principal of the grammar and other common schools united thereto, aided as he is by a staff of meritorious assistants, whose qualifications to teach and govern are equalled by their fidelity to the high trust committed to them. The second cause is, the interest taken by the Board of Trustees in all matters appertaining to the education and government of the schools placed under their control. The result of the united fidelity and zeal of these bodies is, that in no town in the province, so far as my experience enables me to judge (and I have witnessed in operation most of the principal city and town schools in Western Canada), are there any superior, and but few equal, to the central union school of Port Hope. The order, cleanliness, respect to authority, diligence in preparation, promptitude in recitation, and general progress in studies evinced by the pupils, is highly gratifying, and excites strong hope in regard to their future. A few years of such advantages as are here conferred, faithfully improved by the recipients, cannot fail in placing, by and by, many of the youths, some of them now in the humbler walks of life, in the front rank of the active, enlightened, and successful competitors for honorable distinction. And this possible result I cannot but regard as one of the chief glories of our unrivalled school system. It provides for the thorough education, as far as it goes, of the poorest in the land; and the child of penury, as well as the son or daughter of affluence, may secure an education such as to qualify him to rise as high as the loftiest in the land; and then to repay a hundred fold all that he received in youth from the wise, humane, and politic legislative provision of his native or adopted country. In relation to the specific enquiries proposed in the tabular form, and to be answered in the general remarks, I beg to reply as follows:—The form of prayer prescribed is adopted. I presume, in almost every case of non-attendance, the negligence of parents is the cause, for the poorest can receive education without cost. The revised programme for County Board Examinations is observed, and the questions are printed. The library books are covered, labelled and numbered. From the readiness with which the books are sought after, I infer that they must be exerting a good influence, supplying the desire for reading, and increasing it by the supply. Prizes are not distributed; but I hope the Board will make provision for such distributions in a judicious way, awarding prizes alone to the meritorious.

104. *The Reverend David Walker, Sarnia.*—The only remark of a general kind I have to make upon the report of the common schools, is this, that the schools were free for the last half of 1862, and that the most encouraging results have followed. As will be seen by the report, the pupils increased very largely, and I think their attendance has been as regular as when the maximum fee was collected.

105. *Henry Sylvester, Esquire, Chairman, Board of School Trustees, Woodstock.*—I have to remark that our schools are in a very flourishing and satisfactory condition. This healthy state has arisen from increased care in the supervision of our schools, from the greater interest evinced by the teachers, and from the institution of prizes. The feeling of many (I had almost written a majority) of our very active townspeople is decidedly adverse to the progress of the town schools, chiefly because a large sum of money is expended without, affording a source of petty patronage, rather than from any settled desire inimicable to education. Were there less favoritism in the acts of some of the County Boards of Public Instruction, combined with a more zealous and able class of local superintendents, education would make better progress than it is possible for it to do while individual interests are, as at present, paramount. The Woodstock Board of Trustees feel confident that in a few places, where there are first-class teachers only, children have been educated at a less annual cost from municipal taxation than in this town, viz., \$2.21 each.

#### XXXVIII. THE VILLAGES.

106. *The Reverend James S. Douglas, A.M., Ashburnham.*—I have continued to visit the village school of Ashburnham, and to deliver the annual lectures. The school is again flourishing in numbers, under Mr. Shatton, and the pupils are improving, especially in arithmetic. The school-room is rather overcrowded, chiefly from the way in which it is seated; and consequently the organization is less complete than I believe Mr. Shatton

desires to have it. I trust, however, that the Trustees may be able, after a time, to remedy this defect, as they are fully sensible of its injurious effects upon the progress of the pupils, especially in writing. There is much desire shown in this school section by the Trustees and parents, to advance the interests of the school in every way. The want of proper accommodation, which was the chief difficulty in the way of the former teacher, is the same, and even more so with the present one, as it prevents the free use of maps, blackboards, the convenient arrangement of hats and cloaks, &c.; and there is no place for a library. The school, however, is, upon the whole, well taught, and the prospect of improvement is very hopeful.

107. *The Reverend James Middlemiss, Elora.*—The number of children between the ages of 5 and 16 not attending any school is not known, and it is believed that there are extremely few; except such as having been at school in their earlier years, are withdrawn and put to work at some occupation, at ages varying from 12 to 16. The general regulations in regard to religious instruction are followed, and with good results. The revised programme for County Board examinations is observed. The examination questions have not hitherto been printed, but the examination is partly by written questions, which are enunciated, and answered in writing by the candidates for certificates. The library books are covered, labelled and numbered, and the regulations are strictly observed;—the library is popular in the village, and undoubtedly exercises a good influence. The distribution of prizes is generally believed to exercise a beneficial influence on the state of the schools.

108. *A. Dingwall Fordyce, Esquire, Fergus.*—I do not know that the information regarding private schools could be given satisfactorily; neither of the teachers are now engaged in the village, but I must say that the one taught by a male teacher was given up about the end of the first half-year, and not resumed; and that the other commenced, I think, in April, and closed in September. The premises occupied by the junior school were far too small for the influx of scholars from both private schools, only a few of whom went to the senior. And owing to this, the teacher worked at a great disadvantage, having barely time to attend to the reading, writing, and arithmetic, with scarcely a possibility of doing anything in grammar and geography, with which even such scholars may gain some acquaintance. And in addition, the large number caused the Board of Trustees to remove to the senior school, scholars who would have somewhat lightened the teacher's labors by taking a part in monitorial work. I am happy to state, that I understand the Board has resolved to build, next year, an addition to the senior school-house, or additional premises in connection with it, which will answer for both schools; and that they have been requested, when doing so, to make provision for grammar school premises, should such come to be needed. Notwithstanding the drawbacks alluded to, the scholars have made fair progress, some distinguishing themselves particularly, and the Board of Trustees have judiciously retained both teachers. It is scarcely to be expected that matters can be altogether satisfactory, when scholars from separate and private schools, during periods when their own schools are closed, come to the public schools, only to leave again when their own schools are re-opened. I may add, in explanation of the double statement in cols. 45 to 53, that where there is a *junior* and a *senior* school, the same scholars' names, or some of them, must appear on both rolls; so that taking the sum of individual scholars' attendance at each, the sum would not correctly represent the *periods* during which certain scholars attended school. I have taken the trouble of separating them to give a correct result. The regulations for religious instruction are not observed. The revised programme is followed in the County Board examinations, but the questions are not printed. The library is doing well, and, I think, doing good; it is carefully attended to. Prizes have been given, I believe, with good effect, and commendable efforts are made by the teachers for the encouragement of meritorious scholars.

109. *The Reverend J. J. Bagert, M.A., Napance.*—The Trustees of the separate school attribute the non-attendance of the children at school to carelessness. With reference to the common schools, I am unable to give a cause. Ministers of no denomination have instructed the children of the common schools as such; but religious instruction has been conveyed to the children by the teachers, when the studies offered an opportunity. I believe the proper programme for County Board examinations is observed, and I know that

the questions are printed. The want of a lecture by the local superintendent during the past year may be attributed to the change of local superintendents, but it is my intention to deliver one before long.

110. *The Reverend William Schmidt, New Hamburg.*—The school is, at present, in a very promising condition, and this result is principally due to the blessed influence exerted upon it by our admirable school system. With regard to the children in the corporation who do not attend any school, I can give no other reason than the indifference of their parents, who do not seem to appreciate the advantages of a good education. The distribution of prizes has exerted a beneficial influence upon the scholars, by producing a spirit of emulation among them. The provisions in regard to religious instructions have not been followed, as the ministers of the different denominations here have not availed themselves of the privileges offered to them by the Act, probably because they have provided for the religious instruction of the young, belonging to their respective churches, in other ways.

111. *John Bentley, Esquire, M.D., Newmarket.*—You will perceive from the annual report forwarded, that all, or very nearly all the children in this Municipality attended some school, public or private. Mr. Alexander (the master) is not certain, neither am I, what is the precise course of study prescribed in the Journal of Education, nor do we know in what number to find it. The school is opened and closed with prayer morning and evening, and excellent order is maintained in school. The teacher uses no printed text books for book-keeping, but a set of his own. The revised programme for County Board examinations is observed, and the examination questions are printed. The library is a very good one, and is producing a good effect. Some 20 or 30 volumes require to be bound, but this the Trustees have promised to attend to. At the two examinations which have been held during the year, in addition to the morning and afternoon sessions, we have held one in the evening. At the evening exercises a much larger number of parents, guardians and adults generally were present than at those in the earlier part of the day. The season was one of leisure, and the singing of the children constituted a great attraction; a few forcible and appropriate remarks were made at the close, and the whole was a success. The evening examinations will be continued. This year we have a free school and our numbers are larger than ever. I think 178 names are on the register. The school is a good one, and is going on from prospering to prosper. The Trustees and teachers do their duty right nobly. "Fortuna favet fortibus."

112. *The Reverend Francis W. Dobbs, Portsmouth.*—Our school in this village continues under the same teacher, and is in an efficient state. The school is opened and closed with reading and prayer, and sometimes singing. I have been in the habit of reading the Scriptures in the school and asking questions or addressing the children generally, and closing with prayer. The exercise may last from half an hour to three quarters, and is, I trust, productive of good. Prizes have been distributed with some good effect, although not as much as might have been expected, owing somewhat to the difficulty of pleasing parents and children. Any non-attendance of children is caused by carelessness on the part of the parents, or inability to clothe them properly. Sunday school books are generally read, but I fear there is little taste or time for more general reading. We have only at present some small private libraries open to the public, but trust a greater desire for reading may spring up in our growing village.

113. *The Reverend William Ailken, Smith's Falls.*—Our Common School department is in a better condition, on the whole, than at any former period. The attendance has kept up well during the year, though in the United States, taken conjointly, there has been rather a falling away. This may be attributed, in a great measure, to the competition of private schools, and perhaps also to the close neighborhood of one of the schools of an adjoining township. The books of the libraries are covered, labelled and numbered, and the regulations observed; but owing to the books taken out being almost exclusively confined to a certain class, many of them are getting into bad condition by frequent use. It is hardly possible to estimate the influence exerted by the school library as distinguished from other libraries in the village. The revised programme for the County Board is observed, but we are still without printed questions.

114. *J. Hyle, Esquire, M.D., Stratford.*—It is a cause of deep regret that with all the facilities offered by the Board, so many children within the corporation still continue to neglect the means fairly provided to promote their education, and are allowed to grow up in ignorance. It is a difficult matter, under these circumstances, to suggest an effective remedy for this evil. Parents and guardians are in a great measure at fault, seeing that the Trustees place no pecuniary obstacles in the way. I also have to remark that the attendance continues to be irregular. Prizes have been awarded semi-annually, in all the departments of the school, for regular attendance, good conduct, and progress, so far with satisfactory results. The Bible is read in the school, without any visible result, so far as I have ascertained. The programme for County Board examinations is observed, and the examination questions are printed.

115. *John H. Beatty, Esquire, Thorold.*—The schools are exceedingly prosperous, the attendance is very large, and the progress of the children all that could reasonably be expected. The teachers manifest a spirit of proper emulation, which is evident in the improved condition of the schools. There remarks refer to the common schools.

116. *Moses Springer, Esquire, Waterloo.*—It affords me much pleasure to be in a position to state, that for the last few years the school of the village of Waterloo has raised itself beyond my expectations, although at present our school-houses are far behind the age, and by no means comfortable for the pupils attending. The present Board of Trustees, however, have resolved to erect a new school-house this year, two stories high, calculated for four apartments, and there is not the least doubt but that it will be carried out in the most approved style. The Board have several new plans, and with them and the existing school-houses built on improved plans, they will be able to build our school after the most approved method. The revised programme for the County Board examinations is observed, and the questions are printed on sheets, not in pamphlet form.

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## APPENDIX B.

### THE GRAMMAR SCHOOLS OF UPPER CANADA.

INSPECTOR'S REPORT UPON THE STATE OF THE COUNTY GRAMMAR SCHOOLS OF THE WESTERN SECTION OF UPPER CANADA, FOR THE YEAR 1862.

(BY THE REVEREND DR. ORMISTON.)

SIR,—I beg leave to append a few general remarks to the Report which I have already submitted to you upon the state of each of the Grammar Schools in the western section of Upper Canada, visited by me in 1862. The various topics of interest pertaining to the condition, management and improvement of the Grammar Schools, have been so frequently adverted to already in previous Reports by others as well as myself, that I deem any extended rehearsal or discussion of them at present, uncalled for and unnecessary. It is a pleasing and grateful duty, however, to mark the annual progress of these schools, and to note their growing efficiency, and extending usefulness and influence. The improvement in the general appearance and character of many of them, is as real and obvious, as it is gratifying and encouraging, and not a few have attained a deservedly high reputation for thoroughness and excellence, and receive as they deserve, a hearty and generous support. As a whole, their present condition presents a striking and most favorable contrast with the state in which they were but a few years ago, and furnishes good grounds for congratulation and hope.

With a few exceptions, (and these occur chiefly where better things might be expected, as in the cities of Toronto and London) the school-houses are suitable and commodious, many of them in those places where the Common and Grammar schools are united, are large, elegant buildings, properly fitted up and furnished, to a greater or less extent, with maps, charts, tablets, apparatus, libraries, &c,

It will be seen by a reference to the Report that in a number of places, no school-house has yet been erected for the use of the Grammar School, and there the schools are kept in premises, which are either rented by the Trustees, or furnished by the masters at their own expense, or granted temporarily by the Common School Trustees. As may readily be supposed, in such cases the accommodations are limited, and ill adapted for the purpose of the school. During the year several new houses have been built, and a number of the old ones thoroughly cleaned, repaired and improved; and very considerable additions have been made to the furniture, apparatus and libraries in many others. In a few instances, and it is much to be regretted that the number is so few, due attention has been given to the surroundings of the school-house; neat fences have been erected and painted; a part of the play-ground properly laid out, and planted with trees, shrubs and flowers. A very small sum skillfully and tastefully expended in this way suffices to render any school-house ornamental and attractive, and very few houses are built upon lots so small, as not to allow of some embellishment of the kind. Might not teachers, aided by their pupils, do something in this direction? The effort would prove its own recompense, for I am convinced that the favorable influence which such improvements exert upon the character and conduct of the pupils, will amply reward the teacher for any time or labor he may thus expend.

About one half of the grammar schools are united with the common schools of the municipalities where they are situated. With regard to the operation and success of such union schools, a very great diversity of opinion exists. The theory of a common Board of Trustees for all public schools in a town or city, I believe to be correct, and the principle of gradation among our public schools to be sound. Though it may be found, owing to peculiar circumstances or existing prejudices, in some case difficult or impracticable to adopt the theory or successfully carry out the principle. Past experience shows, as I have stated in a previous Report, that the success of the union schools depends very much upon the character, attainments, skill and experience of the master, and whether a sufficient number of teachers are engaged to assist him, so as to allow him to devote sufficient time to the instruction of the higher or more advanced classes. If there be only one teacher in such a union school, or one with very inadequate assistance, or if the school has been established where few pupils are found, who desire to prosecute the study of the classics, then necessarily the school assumes the aspect of a common school, distinguished only by the fact, that a "little Latin and less English" may be occasionally taught. But where the schoolmaster is not only a scholar, but a teacher, and understands how to organize the school or series of schools, and how to maintain order and discipline among the classes, and is assisted by an efficient staff of well qualified assistants, the union of the schools is of advantage to both, inasmuch as it is favorable to a more accurate classification of the pupils, and a more judicious division of labour among the teachers. Where the grammar school is made the highest of a series of properly graduated departments, and admission to each division or department is regulated by test examinations at the commencement of each term, the union of the Boards of Trustees cannot fail of being both economical and advantageous. In some places this arrangement is successfully exemplified, and the schools are in a very efficient state, and give general satisfaction. But if the union is merely nominal, entered into by the Board of Trustees for financial purposes alone; if no real practical relation exists between the schools, and no orderly arrangement or gradation of classes has been adopted, nor any subordination or division of labour among the teachers, then nothing but disappointment and dissatisfaction can arise. In such instances the union of schools has really never been tried. In many of the so-called union schools, the internal management of the different divisions is quite distinct, and frequently dissimilar, the modes of teaching diverse and incongruous, and the several teachers have no official relations whatever. In such circumstances, it is no matter of surprise that dissatisfaction should be felt, and strong desires expressed for a legal separation of the Board of Trustees. This dissatisfaction, however, has arisen from various causes, and is not always to be assigned to the constitution of the Board of Trustees; and I am still of opinion that economy and efficiency in the management of schools may be best secured by placing all the public schools of every grade, in each municipality, under the control of a single Board of Trustees, properly constituted, and duly invested with the requisite authority and power to sustain them.

In the organization of the schools and classification of the pupils, the most marked and gratifying advancement has recently been made; and this improvement is mainly owing to the diligence, patience and perseverance of many of the teachers, who have long felt the burthen imposed upon them by the absence of a recognized and approved system, and of a uniform series of text-books. The programme issued by the Council of Public Instruction is now generally adopted, and as far as practicable, carried out. And the authorized text-books, with few exceptions, are used in all the schools. The masters have found no little difficulty in giving effect to these regulations. The obstacles to be overcome are numerous, though gradually diminishing. They arise from the past training, diversified attainments, and irregular attendance, of the pupils; from the previous use of unauthorized books, which are still in possession, and from the fact that some of the older pupils attend the school only for a short time, and frequently with the view of pursuing some special branch of study; and I may add from the unwillingness on the part of some parents, to allow their children to take the regular and orderly course of study. The programme of prescribed studies for the Grammar School, ought to comprise two distinct courses, one for those who study the classics, and another for such as do not study them; and each pupil should be required to take one or the other of the prescribed courses in the order appointed. The adoption of such a regulation in all the schools, would greatly facilitate the progress of the pupil, prevent the loss of much of the time and labor of the master, and remove the cause of much of the irregularity and confusion which occasionally prevails. Such a programme, accompanied by a revised list of text-books, is now required and desired, and if issued and insisted upon, would greatly aid in affecting a still more thorough and uniform organization of the schools.

The methods of instruction pursued in the schools are so various, and depend so much upon the character, temperament, and experience of the teachers, that it is exceedingly difficult to express a fair and discriminating judgment concerning them. There are some men whose success in teaching is most marked, of whose peculiar method or manner I could not speak approvingly; and there are others who have adopted the most approved method, who, through lack of tact, earnestness and energy, almost entirely fail of success. The great demand is for right men—men possessed of the requisite qualifications, and animated by the spirit of their office. The teacher gives character to the school. The teachers themselves have been trained in different schools. Some, and these by no means the least efficient teachers are not graduates of any university, and the rest are graduates of various universities, British, Canadian, and American. Hence their qualifications are various and unequal, and their views of school government and education generally, are very dissimilar. It is, therefore, a matter of surprise and satisfaction that so great a measure of uniformity in the modes of instruction and discipline in the schools has already been attained. The Model Grammar School exerts a very favorable influence in this respect. In every profession individuals are to be found who seem not to be in their right place, and so there are some who engage, for a time, in teaching, who have no fitness for the work, and, consequently, fail. But, as a class, the Grammar School teachers in the Province are a laborious, zealous and faithful body of men, who deserve, and generally receive the esteem of the community. The character of the profession is rising. A number of young men, of good parts and liberal education, are now entering it with the view of making it the business of their lives. A few years ago, candidates for these schools were comparatively few, now no less than twenty or thirty applications are sometimes made for an eligible situation. The salaries remain about the same as they have been for a number of years, ranging from five hundred to twelve hundred dollars per annum. The average salary is a little more than seven hundred dollars.

The number of pupils in the higher forms of the school is increasing, and a larger number of candidates is annually sent up to the various colleges and different societies for examination. It is worthy of remark also that many of the common school teachers attend these schools for a term or two, with the view of obtaining a higher class certificate at the examination of the County Board.

In some schools the number of classical pupils is small, even below the legal average, not unfrequently, however, in such cases, a larger number are pursuing the higher English branches and French. In a few schools all the pupils are required to take classes in Latin or Greek. The Scriptures are read, and prayers offered daily, in almost all the schools.

and in only one or two instances, so far as I learned, have any objections been offered to this practice.

In regard to the Meteorological observations, I found that in some places, the instruments had not been procured, and in others where they had been procured, they were not used. In a few places only are the observations regularly made and accurately recorded. This state of things is, doubtless to be accounted for by the fact, that no remuneration is given for the performance of this duty, a fact of which I was not unfrequently reminded, and of which the teachers justly complain. Would not the objects aimed at by the present regulations be better secured if the observations were required to be taken at specified places in different parts of the Province; the number of such places not exceeding twenty, and a due allowance granted to those masters who made full and accurate reports.

I conclude these remarks by reiterating the sentiments expressed in a previous Report, that entertaining a deep conviction of the importance and value of these higher schools, as a part of our system of national education, and believing them fitted to exert a powerful and lasting influence upon the character of our pupils, and upon the future history of our country, I most heartily rejoice in their prosperity and increasing usefulness, and fully sympathize with the obvious disposition of the people of Canada to sustain and extend them. In view of the progress made during the last ten years, I anticipate the day, as not far distant, when every public school in the land will be freely opened to every child seeking to enter it; and when some wise and benevolent measures will be devised and enforced, by which the boon provided for all, shall be secured to all. Our excellent national system of education, is, at once the honor and hope of our country. May it, ever fostered by wise legislation, and perfected by the teachings of experience, be submitted intact as a rich inheritance to our children's children.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

W. ORMISTON,

*Inspector of Grammar Schools.*

The Reverend E. RYERSON, D.D.,  
Chief Superintendent of Education,  
Upper Canada.

INSPECTOR'S REPORT ON THE STATE OF THE COUNTY GRAMMAR SCHOOLS IN THE  
EASTERN HALF OF THE EASTERN SECTION OF UPPER CANADA.

(BY THE REVEREND W. F. CHECKLEY, B.A.)

SIR,—Although the number of schools inspected by me during the summer of the present year amounted only to twenty-two, and those in by no means the most advanced section of the Province; yet I feel it right to add a few general remarks to the Special Reports which I have already had the honor to transmit.

With but two exceptions, which I have already pointed out, the Grammar School Masters of the Eastern Section of the Province, have all obtained either a University degree, or a certificate from the Board of Examiners, although it must be confessed that in one or two instances higher personal attainments, and a greater aptitude for imparting knowledge might well be wished for. Yet, I mention the fact here for the purpose of expressing my opinion, that it would be useless to attempt to raise the standard of qualification above its present level by Legislative enactment, or otherwise, without at the same time holding out higher inducements to young men of ability and energy, than are afforded by the small salaries which Grammar School Trustees have it in their power to bestow.

While a well conducted young man can earn from \$500 to \$600 per annum as clerk in a store or in some similar way, it is clearly vain to expect him to undertake the labour and expense of qualifying himself specially for an office which is far more irksome and not better paid. In speaking thus I would not for one instant, undervalue the qualifications of one hardworking Grammar School Master. I merely wish to show how unfair it is to blame Boards of Trustees for not in every instance exacting a high standard of attainment,

when in many cases the best stipend they can offer is lamentably small. In teaching, as in everything else, if a first rate article is wanted, a fair price must be paid for it.

I had much pleasure in remarking that the Model Grammar School exerted a beneficial influence, even in this remote section of the Province. Its system has been introduced into several of the schools, with more or less success, and with such variations in details, as are necessary to adapt it to local circumstances. Many of the school-houses were of excellent construction, as for example, those of Perth and Gananoque; but others were altogether unworthy of the name. The Trustees, not being empowered to raise money by assessment, have had, in many places, to depend on voluntary subscriptions, and to content themselves with temporary wooden edifices, which, however, they might often have made far less inconvenient had they consulted the manual published some time since by the educational department.

The school-houses were provided, in most cases, with the necessary sheds and out-buildings, but I did not observe, in any one instance, that attention had been given to the improvement of the school grounds by ornamental planting, &c. I regretted this, not only because of the contrast which the school house afforded, in its nakedness, to the well shaded dwellings by which it was surrounded, but also because I believe that attention to matters of this kind, invariably exerts a humanizing influence on the pupils.

In many of the schools which I visited, I found that the text-books named by the Council of Public Instruction were not in use, each master having adopted those to which he had himself been accustomed. As this evil exists, I know, in every portion of the Province, and will necessarily assume larger dimensions if unchecked, and be more difficult to restrain as the schools multiply, I would suggest that stringent measures should be taken at an early period to prevent its spread; and as a preliminary to this, I would advise that a committee should be appointed, under the authority of the Council of Public Instruction, to revise the present list of authorized books. Such a revision has become requisite from the vast improvement which has taken place in school books within the past few years. Fortunately, this improvement has been exactly in the right direction. It has affected chiefly, though by no means solely, the grammar and elementary class books, rendering them at once more simple, comprehensive and correct, and, at the same time, less cumbrous, and cheaper. The expense to which parents are so frequently put in the purchase of an entirely new set of books when their children have been obliged to pass from one school to another, is of itself a sufficient reason for enforcing uniformity.

But there remains behind a more serious one, which parents do not so universally perceive, that by a frequent change in his nomenclature and classification of tenses, nouns, &c., &c., the pupil is very likely to become perplexed, inaccurate, and hopelessly discouraged. It is, perhaps, needless to interfere, except by way of suggestion and providing facilities with the higher text-books. They will be always more or less regulated by the course for matriculation prescribed by the various universities, and chiefly that of Toronto.

The variety of elementary class books which are used in our Grammar Schools renders them of necessity more expensive, as they offer so uncertain a mode of investment for the bookseller. If, however, one uniform set be adopted and enforced by the proper authorities, (of course giving ample notice to the Grammar Schools, so as not to make the proposed reformation oppressive by its suddenness) I have no doubt that more than one firm will be found in Toronto and elsewhere, willing to publish the books required for the Grammar Schools, in a suitable form, and at a far lower rate than they can be obtained from England.

This having been my first tour of inspection, I cannot say whether improvement has been made or not, in the conduct and discipline of the schools during the past year. The want of order is painfully apparent in many cases. Much of this, however, must be attributed to the fact that the Grammar and Common Schools are generally united, in the Eastern Section of the Province, and not seldom assembled in a building consisting of two rooms of equal size, the consequence of which is, that in addition to his own legitimate work, the Grammar School Master has often to take charge of a large and unoccupied overflow of pupils from the Common School. The time of year (August and September,) during which I visited the schools, while it was the only time I had at command, was the most unfortunate that could have been selected, as far as the operation of the schools was concerned. Many of the pupils were absent, and would continue so during the period of

summer and harvest work. Yet though this was the case, and though the schools were necessarily placed in an unfavorable light, I am happy to say that in every instance I was cordially received, and the questions I asked were freely and fully answered. There did not appear to be the slightest wish to conceal or keep back anything. In no case did I find a school closed, or a Master absent from his post. There was of course a diversity of ability, on the part of the Masters; but taken suddenly, as they were, for I had not given intimation of my visit to any, they all appeared to be honestly doing their best.

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

W. F. CHECKLEY,  
*Inspector of Grammar Schools.*

The Reverend E. RYERSON, D.D.,  
Chief Superintendent of Education,  
Upper Canada.

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### APPENDIX C.

#### THE GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA.

##### HOLIDAYS AND VACATIONS.

*(In accordance with the recommendation of the Joint Committee on Printing the above Appendix was not printed.)*

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### APPENDIX D.

#### THE NORMAL SCHOOL FOR UPPER CANADA.

##### PROVINCIAL CERTIFICATES GRANTED BY THE CHIEF SUPERINTENDENT OF EDUCATION.

The Chief Superintendent of Education, on the recommendation of the Masters of the Normal School, and under the authority of the following section of the Upper Canada Consolidated Common School Act, 22 Vic., chap. 64, sec. 107, has granted to the under-mentioned Students of the Normal School, Provincial Certificates of Qualification as Common School Teachers in any part of Upper Canada :

"107. The Chief Superintendent of Education, on the recommendation of the Teachers in the Normal School, may give to any Teacher of Common Schools a Certificate of Qualification, which shall be valid in any part of Upper Canada until revoked; but no such Certificate shall be given to any person who has not been a Student in the Normal School."

The Certificates are divided into classes, in harmony with the general programme, according to which, all Teachers in Upper Canada are required to be examined and classified, and are valid until revoked, or until the expiration of the time mentioned in the Certificate, according to the following form :

GRADE (A, B, or C,) OF THE FIRST (OR SECOND) CLASS.

*Certificate of Qualification—Normal School, for Upper Canada.*

THIS IS TO CERTIFY, That \_\_\_\_\_ having attended the Normal School during the \_\_\_\_\_ Session, 18\_\_\_\_, and having been carefully examined in the several branches named in the margin, is hereby recommended to the Chief Superintendent of Education, as eligible to receive a First [or Second] Class Certificate of Qualification, as a Common School Teacher in Upper Canada, according to the "Programme of the Examination and Classification of Common School Teachers," revised by the Council of Public Instruction, on the 17th day of December, 1858.

\_\_\_\_\_  
Head Master.

\_\_\_\_\_  
Second Master.

IN ACCORDANCE with the foregoing recommendation, and under the authority vested in the Chief Superintendent of Education, by the 107th section of the Upper Canada Consolidated Common School Act (22nd Victoria, chapter 64.)

[L.S.]

| STANDING                                                |       |
|---------------------------------------------------------|-------|
| IN THE DIFFERENT BRANCHES.—<br>No. 1 being the highest. |       |
| Spelling.....                                           | ..... |
| Reading.....                                            | ..... |
| Grammar.....                                            | ..... |
| Composition.....                                        | ..... |
| English Literature.....                                 | ..... |
| History.....                                            | ..... |
| Geography.....                                          | ..... |
| Education.....                                          | ..... |
| Writing.....                                            | ..... |
| Drawing.....                                            | ..... |
| Music.....                                              | ..... |
| Book Keeping.....                                       | ..... |
| Arithmetic.....                                         | ..... |
| Algebra.....                                            | ..... |
| Geometry.....                                           | ..... |
| Mensuration.....                                        | ..... |
| Natural Philosophy.....                                 | ..... |
| Chemical Physics.....                                   | ..... |
| Chemistry.....                                          | ..... |
| Aptitude to Teach.....                                  | ..... |
| Conduct.....                                            | ..... |

I do hereby grant to \_\_\_\_\_ a First (or Second) Class Certificate of Qualification, as a Common School Teacher, of the grade and standing above indicated, which Certificate shall be valid in any part of Upper Canada, until revoked by this Department, (or for one year, as in the case of Second Class Certificates, Grade C.)

Dated at the Education Office, Toronto, this (fifteenth day of one thousand eight hundred and sixty.)

\_\_\_\_\_  
Chief Superintendent of Education for U. C.

Recorded in Certificate Register A of the Department, Number \_\_\_\_\_

\_\_\_\_\_  
Registrar.

Each Certificate is numbered and recorded in the Register of the Department in the following order:—

TWENTY-SEVENTH SESSION.—DATED 15th JUNE, 1862.

MALES.

*First Class.—Grade A.*

- 1436 Glashan, John (1175.)\*
- 1437 Munson, Charles Francis.
- 1438 Wood, Benjamin Wills (1366.)

*First Class.—Grade B.*

- 1439 Barafoot, Isaac (1051, 1247.)
- 1440 Clare, Samuel (954.)
- 1441 McDiarmid, Donald (1371.)
- 1442 Ross, John Cameron (1356.)
- 1443 Van Slyke, George Washington (1378.)

*First Class.—Grade C.*

- 1444 Brine, Henry James (713, 994.)
- 1445 CorE, George (1368.)

- 1446 Hunt, Robert.
- 1447 Kiernan, Thomas (1090.)

*Second Class.—Grade A.*

- 1448 Campbell, John Munro.
- 1449 Griffin, Walter.
- 1450 Halls, Samuel Pollard.
- 1451 Hilliard, Thomas.
- 1452 Hutcheson, William.
- 1453 Maloy, Hiram (1373.)
- 1454 Millar, John.
- 1455 McCausland, William John.
- 1456 MacPherson, Finlay.
- 1457 Robertson, John (809.)
- 1458 Schmidt, John Henry.
- 1459 Scollon, John.
- 1460 Willis, Robert (1366.)

*Second Class.—Grade B.*

- 1461 Allan Absalom Shado.  
 1462 Anderson, John.  
 1463 Green, Philip.  
 1464 Langdon, John.  
 1465 Metcalf, Hiram.  
 1466 Miller, John.  
 1467 Monkman, James Matthias.  
 1468 Morton, John Brown.  
 1469 McCausland, Robert.  
 1470 McEachern, James. (1388)  
 1471 McIntosh, Angus.  
 1472 McLaren, Alexander.  
 1473 McPherson, Moses.  
 1474 O'Grady, Patrick John.

*First Class.—Grade A.*

- 1489 Beckett, Emma (1232, 1239, 1399.)

*First Class.—Grade B.*

- 1490 Boddy, Sophia Louisa (1400.)  
 1491 Clark, Sarah Haley (1401.)

*First Class.—Grade C.*

- 1492 Collar, Leonora (1408.)  
 1493 O'Flaherty, Anna Maria (1320, 1419.)  
 1494 O'Neil, Margaret (1420.)  
 1495 Smith, Sarah (1423.)

*Second Class.—Grade A.*

- 1496 Anker, Mary Anne.  
 1497 Brown, Sophia Georgiana.  
 1498 Buchan, Mary.  
 1499 Hardie, Ellen (1418.)  
 1500 Roberts, Sarah Anne.  
 1501 Rogers, Christina (681, 761, 1043.)  
 1502 Taylor, Susannah.

*Second Class.—Grade B.*

- 1503 Acres, Jane.  
 1504 Armstrong, Mary Elizabeth.  
 1505 Bates, Mary Jane.  
 1506 Buik, Margaret (1426.)

## TWENTY-EIGHTH SESSION—DATED 23rd DECEMBER, 1862.

*First Class.—Grade A.*

- 1532 McDiarmid, Donald [1371, 1441.]\*  
 1533 Millar, John [1454.]  
 1534 Vanslyke, George Washington [1378, 1443.]

*First Class.—Grade B.*

- 1535 Atkinson, Edward Lewis [920, 1154, 1254.]  
 1536 Griffin, Walter [1449.]  
 1537 Hilliard, Thomas [1451.]  
 1538 Pepper, John.  
 1539 Ross, John Cameron [1356, 1442.]  
 1540 Sinclair, Angus.

*First Class.—Grade C.*

- 1541 Halls, Samuel Pollard [1450.]  
 1542 Hardie, Robert.  
 1543 Leggett, Joseph [1000.]  
 1544 McCausland, William John [1455.]  
 1545 McEachern, James [1388, 1470.]  
 1546 McGrath, John.

*Second Class.—Grade A.*

- 1547 Cuthbertson, Edward Greer [1087.]  
 1548 Fowler, Henry.  
 1549 McCausland, Robert [1469.]  
 1550 McDonald, James.  
 1551 Moyer, Samuel Nash [396.]  
 1552 Scollon, John [1097.]

- 1475 Powers, Henry.  
 1476 Sullivan, Daniel.  
 1477 Tapscott, Samuel.  
 1478 Taylor, Walter.  
 1479 Thompson, Charles.  
 1480 Thompson, Matthew.  
 1481 Treadgold, Manton.  
 1482 Ward, James Henry.  
 1483 Wilson, Edward Sutton.  
 1484 Wilson, William.

*Second Class.—Grade C.*

- 1485 Boldrick, Richard Henry.  
 1486 Summers, George.  
 1487 Wager, Reuben Lewis.  
 1488 Welsh, John.

## FEMALES.

- 1507 Campbell, Mary.  
 1508 Clark, Annie (1416.)  
 1509 Davis, Ruth.  
 1510 Greene, Martha.  
 1511 Greer, Mary Anne.  
 1512 Henderson, Isabella Purvis.  
 1513 Henning, Amelia.  
 1514 Jeffers, Emma (1431.)  
 1515 Kenny Elizabeth.  
 1516 Lloyd, Agnes.  
 1517 Maybee, Euphemia Amanda.  
 1518 Munson, Charlotte (583.)  
 1519 Robinson, Annie.  
 1520 Rogers, Jessie (1421.)  
 1521 Williams, Eliza Anne.

*Second Class.—Grade C.*

- 1522 Bothell, Maria (1425.)  
 1523 Boak, Sarah Anne.  
 1524 Hemenway, Sinia Amanda (1430.)  
 1525 Kane, Mary Anne (1432.)  
 1526 Kennedy, Eliza Jane.  
 1527 Ley, Theresa Georgiana.  
 1528 Lundy, Sarah.  
 1529 Morrison, Margaret Helen.  
 1530 O'Flaherty, Edith [1433.]  
 1531 Richardson, Isabella.

## MALES.

*Second Class.—Grade B.*

- 1553 Bruce, King.  
 1554 Crane, George.  
 1555 Dodson, Richard Elisha.  
 1556 Ewing, John.  
 1557 Fraser, Alexander [1385.]  
 1558 Giffin, Willard Morse.  
 1559 Graham Dugald.  
 1560 Lawson, George Dudley.  
 1561 McKay, Archibald (1390.)  
 1562 McPherson, Archibald.  
 1563 Martin, John.  
 1564 Morris, John George.  
 1565 Poole, Edward.  
 1566 Powell, Francis Cox.  
 1567 Rose, Amos William.  
 1568 Ruby, Daniel Christian.  
 1569 Scott, James (1393.)  
 1570 Smith, Abram (1394.)  
 1571 Wiggins, Henry.  
 1572 Wilson, Edward Sutton (1483.)  
 1573 Yerk, Frederick Embry.

*Second Class.—Grade C.*

(Expire one year from date)

- 1574 Corbett, Richard.  
 1575 Hill, John Neilson.  
 1576 Keam, Reuben.  
 1577 Sanderson, Robert.

\* The figures in brackets indicate the number of a previous certificate obtained by the student named.

## FEMALES.

*First Class.—Grade A.*

1578 Boddy, Sophia Louisa (1400, 1490.)

*First Class.—Grade B.*

1579 Dunn, Hannah Olivia (1129, 1211.)

1580 Reeves, Mary Maria (1405.)

*First Class.—Grade C.*

1581 Buik, Margaret (1426, 1506.)

1582 Hardie, Ellen (1418, 1499.)

1583 Jeffers, Emma (1431, 1514.)

1584 Rogers, Christina (681, 761, 1043, 1501.)

1585 Rogers, Jessie (1421, 1520.)

*Second Class.—Grade A.*

1586 Clark, Anne (1416, 1508.)

1587 Davis, Ruth (1509.)

1588 French, Sarah Toms.

1589 Greenlees, Margaret.

1590 Hemenway, Sinia Amanda (1430, 1524.)

1591 Heming, Amelia (1513.)

1592 James, Lucy.

1593 Munson, Charlotte (583, 1518.)

1594 O'Flaherty, Edith (1433, 1530.)

1595 Robinson, Annie (1519.)

*Second Class.—Grade B.*

1596 Adams, Agnes Maria.

1597 Bethell, Maria (1425, 1522.)

1598 Bonke, Sarah Anne (1523.)

1599 Fansher, Lucretia.

1600 Foreman, Fannie.

1601 Johnson, Frances.

1602 Henderson, Margaret Anderson.

1603 Henry, Rebecca.

1604 Loy, Theresa Georgiana (1527.)

1605 Lundy, Sarah (1528.)

1606 McKeilar, Catherine (1315.)

1607 M. rison, Margaret Helen (1529.)

1608 Sinclair, Jane.

1609 Stevenson, Ruth Bedelia.

1610 Stewart, Isabella.

1611 Trenholme, Clarissa Jane.

1612 Williams, Eliza Anne.

*Second Class.—Grade C.*

(Expire one year from date.)

1613 Cole, Lucinda Arvila.

1614 Crawford, Margaret.

1615 Gillin, Catharinae.

1616 Gillin, Ellen.

1617 Gillin, Margaret Jane.

1618 Ferrell, Kate Walker.

1619 Grant, Elizabeth.

1620 Kessack, Elizabeth.

1621 Lanton, Annie.

1622 Muirhead, Maggie.

1623 Nuleahy, Mary.

1624 Oates, Isabella Augusta.

1625 Turney, Melissa.

1626 Wilkinson, Hannah.

## EXPIRED CERTIFICATES.

The Certificates of the *Second Class, Grade C*, granted subsequently to the Nineteenth Session, have been limited to one year from their respective dates. In the *Journal of Education* for July, 1860, for February and July, 1861, and February, 1862, lists of the Certificates which had expired up to those dates were published, and the following list shews those which expired on the 15th June, 1862:—

## MALES.

1285 Devlin, John.

1286 Howland, Francis Lamb.

1287 Jackson, Henry Harry.

1288 *Obtained* First Class C. 1355.

1289 Reid, George.

1290 Rundle, Richard Folly.

1291 Taylor, Henry Goodwin.

1292 Windsor, Francis.

1331 Dewart, Samuel Henry.

1332 Evans, Robert.

1333 Fletcher, William.

1334 Flynn, Daniel.

1335 *Obtained* 2nd Class B. 1557.

1336 Hicks, David.

1337 Holmes, Robert.

1338 *Obtained* 2nd Class B. 1470, and 1st Class C. 1545.

1339 McGregor, Charles.

1390 *Obtained* 2nd Class B. 1561.

1391 Nash, Charles Walker.

1392 Nicholson, Thomas.

1393 *Obtained* 2nd Class B. 1569.1394 *Obtained* 2nd Class D. 1570.

1395 Troy, William Dennis.

1396 *Obtained* 2nd Class A. 1460.

## FEMALES.

1323 *Obtained* 2nd Class B. 1414.

1324 Beam, Rebekah Ann.

1325 Burk, Ada.

1326 Crawford, Agnes.

1327 Cruickshank, Margaret Fawns.

1328 *Obtained* 2nd Class A. 1411.1329 *Obtained* 1st Class C. 1404.

1330 Love, Mary Anne.

1331 McDougall, Elizabeth.

1332 Parrott, Amanda.

1333 *Obtained* 2nd Class A. 1410.

1424 Beaton, Harriet.

1425 *Obtained* same Grade, 1522, and 2nd Class B. 1567.1426 *Obtained* 2nd Class B. 1506, and 1st Class C. 1581.

1427 Doan, Sarah Jane.

1428 Graham, Mary Caroline.

1429 *Obtained* 2nd Class B. 1511.1430 *Obtained* same Grade 1524, and 2nd Class A. 1590.1431 *Obtained* 2nd Class D. 1514, and 1st Class C. 1583.1432 *Obtained* same Grade, 1525.1433 *Obtained* same Grade, 1530, and 2nd Class A. 1594.

1434 Parkhurst, Etta Cornelia.

1435 Woodington, Minnie

\* The figures in brackets indicate the number of previous certificates obtained by the student named.

|                                                        |      |
|--------------------------------------------------------|------|
| Total number of Certificates granted.....              | 1616 |
| Expired, up to 31st December, 1862, .....              | 159  |
| Obtained second Certificates in same class, .....      | 122  |
| Obtained higher Certificates,.....                     | 161  |
|                                                        | 412  |
| Total Certificates valid on 31st December, 1862, ..... | 1124 |

A Certificate has no legal value after the date of its expiration.

ALEXANDER MARLING,

*Registrar.*

EDUCATION OFFICE, Toronto, January, 1863.

#### APPENDIX E.

### APPORTIONMENT OF THE LEGISLATIVE SCHOOL GRANT FOR UPPER CANADA, FOR 1863.

*Circular to the Clerks of each County, City, Town and Village Municipality in Upper Canada.*

SIR,—I have the honor to transmit herewith, a certified copy of the apportionment for the current year, of the Legislative School Grant to each City, Town, Village and Township in Upper Canada. This apportionment will be payable at this Office, to the agent of the Treasurer of your Municipality, on the 1st of July, provided that the School Accounts have been duly audited, and, together with the Auditors' and Local Superintendents' Reports, have been transmitted to the Department.

The basis of apportionment to the several Counties, Cities, Towns, Villages and Townships for this year, is the census returns of 1861. By this means, a just and equitable apportionment has been made to those new and thinly settled Counties where poor schools have heretofore existed, and where the ordinary Legislative and Municipal grants were not in former years sufficient to enable Trustees to sustain the schools during the whole year.

Where Separate Schools exist, the sum apportioned to the Municipality has been divided among the Common and Roman Catholic Separate Schools therein, according to the average attendance of pupils at both classes of Schools during last year, as reported by the Trustees.

The gross sum apportioned to all the schools this year is the same as that apportioned last year.

The apportionment is made on the supposition that the amount placed on the estimates for the support of Common Schools, as presented to the House of Assembly before the dissolution, will be voted on the meeting of Parliament. But according to an intimation made to me by order of the Finance Minister, that part of it which depends upon the annual vote of Parliament (namely, four-ninths), will not be payable until it is voted by Parliament—the Legislative Assembly having been dissolved before the estimates were passed. There is, however, I think, no doubt that the whole sum will be voted on the re-assembling of Parliament.

I trust that the liberality of your Council will be increased in proportion to the growing necessity and importance of providing for the sound and thorough education of all the youth of the land.

I am, Sir, your obedient servant,

E. RYERSON.

Education Office,  
Toronto, 18th June, 1863.

Apportionment to Counties for the year 1863.

1. COUNTY OF GLENGARRY.

| Townships.                       | Apportionment.  |                  |
|----------------------------------|-----------------|------------------|
| Charlottenburgh .....            | \$711 00        |                  |
| Do for Separate Schools.....     | \$58 00         |                  |
| Kenyon.....                      | 558 00          |                  |
| Lancaster.....                   | 495 00          |                  |
| Do for Separate Schools.....     | 30 00           |                  |
| Lochiel.....                     | 512 00          |                  |
| Do for Separate School.....      | 70 00           |                  |
| <b>Total for County, \$2434.</b> | <b>\$158 00</b> | <b>\$2276 00</b> |

2. COUNTY OF STORMONT.

|                 |          |                  |
|-----------------|----------|------------------|
| Cornwall.....   | \$575 00 |                  |
| Fiuch.....      | 275 00   |                  |
| Osnabruck.....  | 648 00   |                  |
| Roxborough..... | 364 00   |                  |
|                 |          | <b>\$1862 00</b> |

3. COUNTY OF DUNDAS.

|                    |          |                  |
|--------------------|----------|------------------|
| Matilda.....       | \$558 00 |                  |
| Mountain.....      | 423 00   |                  |
| Williamsburgh..... | 537 00   |                  |
| Winchester.....    | 470 00   |                  |
|                    |          | <b>\$1988 00</b> |

4. COUNTY OF PRESCOTT.

|                                  |          |                  |
|----------------------------------|----------|------------------|
| Alfred.....                      | \$156 00 |                  |
| Caledonia.....                   | 124 00   |                  |
| Hawkesbury, East.....            | 359 00   |                  |
| Do for Separate Schools.....     | \$126 00 |                  |
| Do West.....                     | 251 00   |                  |
| Longueuil.....                   | 185 00   |                  |
| Plantagenet, North.....          | 252 00   |                  |
| Do for Separate School.....      | \$39 00  |                  |
| Do South.....                    | 142 00   |                  |
|                                  |          | <b>\$1460 00</b> |
| <b>Total for County, \$1634.</b> |          |                  |

5. COUNTY OF RUSSELL.

|                                 |         |                 |
|---------------------------------|---------|-----------------|
| Cambridge.....                  | \$76 00 |                 |
| Clarence.....                   | 199 00  |                 |
| Cumberland.....                 | 278 00  |                 |
| Do for Separate School*.....    | \$22 00 |                 |
| Russell.....                    | 208 00  |                 |
|                                 |         | <b>\$761 00</b> |
| <b>Total for County, \$783.</b> |         |                 |

6. COUNTY OF CARLETON.

|                                  |          |                  |
|----------------------------------|----------|------------------|
| Fitzroy.....                     | \$354 00 |                  |
| Do for Separate School.....      | \$18 00  |                  |
| Gloucester.....                  | \$520 00 |                  |
| Goulbourn.....                   | 335 00   |                  |
| Gower, North.....                | 296 00   |                  |
| Hantley.....                     | 304 00   |                  |
| March.....                       | 167 00   |                  |
| Marlborough.....                 | 258 00   |                  |
| Do for Separate School.....      | \$10 00  |                  |
| Nepean.....                      | 483 00   |                  |
| Do for Separate School.....      | 24 00    |                  |
| Osgoode.....                     | 498 00   |                  |
| Torbolton.....                   | 77 00    |                  |
|                                  |          | <b>\$3292 00</b> |
| <b>Total for County, \$3344.</b> |          |                  |

7. COUNTY OF GRENVILLE.

|                                  |          |                  |
|----------------------------------|----------|------------------|
| Augusta.....                     | \$635 00 |                  |
| Edwardsburgh.....                | 592 00   |                  |
| Do for Separate School.....      | \$45 00  |                  |
| Gower, South.....                | 125 00   |                  |
| Oxford on Rideau.....            | 513 00   |                  |
| Wolford.....                     | 340 00   |                  |
|                                  |          | <b>\$2205 00</b> |
| <b>Total for County, \$2250.</b> |          |                  |

8. COUNTY OF LEBDS.

|                                 |          |                  |
|---------------------------------|----------|------------------|
| Bastard.....                    | \$420 00 |                  |
| Burgess, South.....             | 39 00    |                  |
| Crosby, North.....              | 243 00   |                  |
| Do South.....                   | 243 00   |                  |
| Elizabethtown.....              | 698 00   |                  |
| Elmsley, South.....             | 161 00   |                  |
| Escott Front.....               | 183 00   |                  |
| Kitley.....                     | 396 00   |                  |
| Leeds and Landsdowne Front..... | 521 00   |                  |
| Do Do Rear.....                 | 261 00   |                  |
| Yonge Front.....                | 206 00   |                  |
| Yonge and Escott Rear.....      | 258 00   |                  |
|                                 |          | <b>\$3629 00</b> |

9. COUNTY OF LANARK.

|                                  |          |                  |
|----------------------------------|----------|------------------|
| Bathurst.....                    | \$376 00 |                  |
| Beckwith.....                    | 292 00   |                  |
| Burgess, North.....              | 150 00   |                  |
| Dalhousie.....                   | 178 00   |                  |
| Do for Separate School.....      | \$16 00  |                  |
| Darling.....                     | 103 00   |                  |
| Drummond.....                    | 500 00   |                  |
| Elmsley, North.....              | 160 00   |                  |
| Lanark.....                      | 262 00   |                  |
| Lavant.....                      | 32 00    |                  |
| Montague.....                    | 399 00   |                  |
| Pakenham.....                    | 280 00   |                  |
| Ramsay.....                      | 471 00   |                  |
| Sherbrooke, North.....           | 43 00    |                  |
| Do South.....                    | 84 00    |                  |
|                                  |          | <b>\$3130 00</b> |
| <b>Total for County, \$3146.</b> |          |                  |

10. COUNTY OF RENFREW.

|                                       |          |                  |
|---------------------------------------|----------|------------------|
| Admaston.....                         | \$196 00 |                  |
| Alcona.....                           | 48 00    |                  |
| Alicie.....                           | 82 00    |                  |
| Bagot and Blithfield.....             | 131 00   |                  |
| Brougham.....                         | 67 00    |                  |
| Bromley.....                          | 146 00   |                  |
| Brudenell, Raglan, and Radcliffe..... | 115 00   |                  |
| Grattan.....                          | 138 00   |                  |
| Do for Separate School.....           | \$6 00   |                  |
| Horton.....                           | 137 00   |                  |
| McNab.....                            | 212 00   |                  |
| Pembroke.....                         | 69 00    |                  |
| Petewawa, Buchanan and McKay.....     | 42 00    |                  |
| Rolph and Wylie.....                  | 29 00    |                  |
| Ross.....                             | 150 00   |                  |
| Sebastopol and Griffith.....          | 67 00    |                  |
| Stafford.....                         | 63 00    |                  |
| Westmeath.....                        | 230 00   |                  |
| Wilberforce.....                      | 148 00   |                  |
|                                       |          | <b>\$2070 00</b> |
| <b>Total for County, \$2076.</b>      |          |                  |

11. COUNTY OF FRONTENAC.

|                             |          |  |
|-----------------------------|----------|--|
| Barrie and Clarendon.....   | \$ 53 00 |  |
| Bedford.....                | 189 00   |  |
| Do for Separate School..... | \$25 00  |  |
| Hinchinbrooke.....          | 87 00    |  |

COUNTY OF FRONTENAC.—(Continued.)

|                              |          |           |
|------------------------------|----------|-----------|
| Kennebec .....               | 49 00    |           |
| Kingston .....               | 500 00   |           |
| Do for Separate School ..... | \$ 27 00 |           |
| Loughborough.....            | 281 00   |           |
| Miller and Canonto.....      | 7 00     |           |
| Olden.....                   | 50 00    |           |
| Oso.....                     | 40 00    |           |
| Palmerston.....              | 14 00    |           |
| Pittsburgh.....              | 495 00   |           |
| Do for Separate Schools..... | 10 00    |           |
| Portland.....                | 326 00   |           |
| Storrington.....             | 332 00   |           |
| Wolfe Island.....            | 352 00   |           |
| Do for Separate Schools..... | 62 00    |           |
|                              | \$124 00 | \$2755 00 |
| Total for County, \$2879.    |          |           |

12. COUNTY OF ADDINGTON.

|                             |          |           |
|-----------------------------|----------|-----------|
| Auberst Island.....         | \$146 00 |           |
| Anglesen.....               | 21 00    |           |
| Camden East.....            | 720 00   |           |
| Do for Separate School..... | \$34 00  |           |
| Denbigh and Abinger.....    | 20 00    |           |
| Ernestown.....              | 543 00   |           |
| Kaladar.....                | 124 00   |           |
| Sheffield.....              | 311 00   |           |
| Do for Separate School..... | 25 00    |           |
|                             | \$59 00  | \$1885 00 |
| Total for County, \$1944.   |          |           |

13. COUNTY OF LENNOX.

|                                      |          |          |
|--------------------------------------|----------|----------|
| Adolphustown.....                    | \$ 92 00 |          |
| Fredericksburgh North and South..... | 388 00   |          |
| Richmond.....                        | 396 00   |          |
|                                      |          | \$876 00 |

14. COUNTY OF PRINCE EDWARD.

|                             |          |           |
|-----------------------------|----------|-----------|
| Ameliasburgh.....           | \$401 00 |           |
| Athol.....                  | 209 00   |           |
| Hallowell.....              | 463 00   |           |
| Do for Separate School..... | \$14 00  |           |
| Hillier.....                | 250 00   |           |
| Marysburgh.....             | 443 00   |           |
| Sophiasburgh.....           | 328 00   |           |
|                             | \$14 00  | \$2043 00 |
| Total for County, \$2057.   |          |           |

15. COUNTY OF HASTINGS.

|                             |          |           |
|-----------------------------|----------|-----------|
| Elzevir.....                | \$150 00 |           |
| Hungerford.....             | 473 00   |           |
| Do for Separate School..... | \$27 00  |           |
| Huntingdon.....             | 335 00   |           |
| Madoc.....                  | 412 00   |           |
| Marmora and Lake.....       | 172 00   |           |
| Rawdon.....                 | 412 00   |           |
| Sidney.....                 | 584 00   |           |
| Tudor.....                  | 97 00    |           |
| Thurlow.....                | 541 00   |           |
| Do for Separate School..... | 16 00    |           |
| Tyendinaga.....             | \$35 00  |           |
| Hastings Road.....          | 77 00    |           |
|                             | \$43 00  | \$4088 00 |
| Total for County, \$4131.   |          |           |

16. COUNTY OF NORTHUMBERLAND.

|                |          |  |
|----------------|----------|--|
| Alwick.....    | \$159 00 |  |
| Brighton.....  | 426 00   |  |
| Cramahe.....   | 441 00   |  |
| Haldimand..... | 708 00   |  |
| Hamilton.....  | 726 00   |  |

COUNTY OF NORTHUMBERLAND.—Continued.

|                             |         |           |
|-----------------------------|---------|-----------|
| Monaghan South.....         | 142 00  |           |
| Murray.....                 | 415 00  |           |
| Percy.....                  | 381 00  |           |
| Do for Separate School..... | \$23 00 |           |
| Seymour.....                | 441 00  |           |
|                             | \$23 00 | \$3839 00 |
| Total for County, \$3862.   |         |           |

17. COUNTY OF DURHAM.

|                 |          |           |
|-----------------|----------|-----------|
| Cartwright..... | \$313 00 |           |
| Cavan.....      | 563 00   |           |
| Clarke.....     | 756 00   |           |
| Darlington..... | 794 00   |           |
| Hope.....       | 676 00   |           |
| Manvers.....    | 483 00   |           |
|                 |          | \$3585 00 |

18. COUNTY OF PETERBOROUGH.

|                                  |          |           |
|----------------------------------|----------|-----------|
| Asphodel.....                    | \$334 00 |           |
| Belmont and Methuen.....         | 79 00    |           |
| Douro.....                       | 239 00   |           |
| Dummer.....                      | 242 00   |           |
| Enismore.....                    | 90 00    |           |
| Galway.....                      | 49 00    |           |
| Harvey.....                      | 41 00    |           |
| Minden, Stanhope and Dysart..... | 31 00    |           |
| Monaghan North.....              | 147 00   |           |
| Otonabee.....                    | 436 00   |           |
| Do for Separate School.....      | \$38 00  |           |
| Smith.....                       | 456 00   |           |
| Snowdon.....                     | 21 00    |           |
|                                  | \$38 00  | \$2204 00 |
| Total for County, \$2242.        |          |           |

19. COUNTY OF VICTORIA.

|                          |          |           |
|--------------------------|----------|-----------|
| Anson.....               | \$ 12 00 |           |
| Bexley.....              | 26 00    |           |
| Carden.....              | 71 00    |           |
| Dalton.....              | 7 00     |           |
| Digby.....               | 10 00    |           |
| Eldon.....               | 238 00   |           |
| Emily.....               | 451 00   |           |
| Fenelon.....             | 244 00   |           |
| Hindon*.....             | 1 00     |           |
| Laxton.....              | 46 00    |           |
| Lutterworth.....         | 56 00    |           |
| Macauley and Draper..... | 2 00     |           |
| Mariposa.....            | 632 00   |           |
| Ops.....                 | 330 00   |           |
| Somerville.....          | 70 00    |           |
| Verulam.....             | 177 00   |           |
|                          |          | \$2423 00 |

20. COUNTY OF ONTARIO.

|                   |          |           |
|-------------------|----------|-----------|
| Brock.....        | \$531 00 |           |
| Mara.....         | 225 00   |           |
| Pickering.....    | 920 00   |           |
| Rama.....         | 42 00    |           |
| Rench.....        | 714 00   |           |
| Scott.....        | 249 00   |           |
| Seugg Island..... | 89 00    |           |
| Thura.....        | 186 00   |           |
| Uxbridge.....     | 452 00   |           |
| Whitby East.....  | 421 00   |           |
| Do West.....      | 407 00   |           |
|                   |          | \$4236 00 |

21. COUNTY OF YORK.

|                                    |          |           |
|------------------------------------|----------|-----------|
| Etobicoke.....                     | \$391 00 |           |
| Do for Separate School.....        | \$11 00  |           |
| Georgina.....                      | 171 00   |           |
| Gwillimbury East.....              | 444 00   |           |
| Do North.....                      | 211 00   |           |
| King.....                          | 927 00   |           |
| Markham.....                       | 995 00   |           |
| Scarborough.....                   | 558 00   |           |
| Vaughan.....                       | 914 00   |           |
| Whitechurch, including Aurora..... | 622 00   |           |
| York.....                          | 1064 00  |           |
| Do for Separate Schools.....       | \$124 00 |           |
| Total for County, \$6432.          | \$135 00 | \$6297 00 |

22. COUNTY OF PEEL.

|                             |          |           |
|-----------------------------|----------|-----------|
| Albion.....                 | \$583 00 |           |
| Caledon.....                | 527 00   |           |
| Chinguacousy.....           | 793 00   |           |
| Gore of Toronto.....        | 177 00   |           |
| Do for Separate School..... | \$21 00  |           |
| Toronto.....                | 711 00   |           |
| Total for County, \$2812.   | \$21 00  | \$2791 00 |

23. COUNTY OF SIMCOE.

|                             |          |           |
|-----------------------------|----------|-----------|
| Adjala.....                 | \$315 00 |           |
| Essa.....                   | 333 00   |           |
| Flos.....                   | 109 00   |           |
| Gwillimbury West.....       | 412 00   |           |
| Innisfil.....               | 525 00   |           |
| Medonte.....                | 188 00   |           |
| Mono.....                   | 416 00   |           |
| Morrison and Muskoka.....   | 34 00    |           |
| Mulmur.....                 | 208 00   |           |
| Nottawasaga.....            | 447 00   |           |
| Orillia and Matchedash..... | 133 00   |           |
| Do for Separate School..... | \$27 00  |           |
| Oro.....                    | 349 00   |           |
| Sunnidale.....              | 113 00   |           |
| Tay and Thy.....            | 218 00   |           |
| Tecumseth.....              | 522 00   |           |
| Tessoroutio.....            | 122 00   |           |
| Vespra.....                 | 116 00   |           |
| Do for Separate School..... | \$10 00  |           |
| Total for County, \$4598.   | \$37 00  | \$4561 00 |

24. COUNTY OF HALTON.

|                                      |          |           |
|--------------------------------------|----------|-----------|
| Esquesing, including Georgetown..... | \$331 00 |           |
| Nassagaweya.....                     | 322 00   |           |
| Nelson.....                          | 524 00   |           |
| Trafalgar.....                       | 672 00   |           |
|                                      |          | \$2349 00 |

25. COUNTY OF WENTWORTH.

|                             |          |           |
|-----------------------------|----------|-----------|
| Ancaster.....               | \$579 00 |           |
| Barton.....                 | 323 00   |           |
| Beverley.....               | 728 00   |           |
| Binbrooke.....              | 241 00   |           |
| Flamborough East.....       | 419 00   |           |
| Do for Separate School..... | \$32 00  |           |
| Flamborough West.....       | 438 00   |           |
| Glanford.....               | 252 00   |           |
| Saltfleet.....              | 315 00   |           |
| Total for County, \$3327.   | \$32 00  | \$3295 00 |

26. COUNTY OF BRANT.

|                     |          |           |
|---------------------|----------|-----------|
| Brantford.....      | \$789 00 |           |
| Burford.....        | 643 00   |           |
| Dumfries South..... | 449 00   |           |
| Oakland.....        | 125 00   |           |
| Onondaga.....       | 236 00   |           |
| Tuscarora.....      | 126 00   |           |
|                     |          | \$2368 00 |

27. COUNTY OF LINCOLN.

|                                         |          |           |
|-----------------------------------------|----------|-----------|
| Caistor.....                            | \$230 00 |           |
| Clinton.....                            | 336 00   |           |
| Gainsborough.....                       | 340 00   |           |
| Grantham, including Port Dalhousie..... | 414 00   |           |
| Do for Separate School.....             | \$36 00  |           |
| Grimsby.....                            | 345 00   |           |
| Louth.....                              | 232 00   |           |
| Niagara.....                            | 270 00   |           |
| Total for County, \$2203.               | \$36 00  | \$2167 00 |

28. COUNTY OF WELLAND.

|                  |          |           |
|------------------|----------|-----------|
| Bertie.....      | \$307 00 |           |
| Crowland.....    | 167 00   |           |
| Humberstone..... | 349 00   |           |
| Pelham.....      | 304 00   |           |
| Stamford.....    | 349 00   |           |
| Thorold.....     | 328 00   |           |
| Wainfleet.....   | 266 00   |           |
| Willoughby.....  | 176 00   |           |
|                  |          | \$2244 00 |

29. COUNTY OF HALDIMAND.

|                             |          |           |
|-----------------------------|----------|-----------|
| Canborough.....             | \$143 00 |           |
| Cayuga North.....           | 248 00   |           |
| Do South.....               | 107 00   |           |
| Dunn.....                   | 109 00   |           |
| Moulton and Sherbrooke..... | 205 00   |           |
| Oneida.....                 | 314 00   |           |
| Do for Separate School..... | \$36 00  |           |
| Rainham.....                | 243 00   |           |
| Seneca.....                 | 293 00   |           |
| Walpole.....                | 556 00   |           |
| Total for County, \$2354.   | \$36 00  | \$2318 00 |

30. COUNTY OF NORFOLK.

|                             |          |           |
|-----------------------------|----------|-----------|
| Charlotteville.....         | \$399 00 |           |
| Houghton.....               | 225 00   |           |
| Middleton.....              | 333 00   |           |
| Townsend.....               | 600 00   |           |
| Walsingham.....             | 558 00   |           |
| Windham.....                | 456 00   |           |
| Do for Separate School..... | \$14 00  |           |
| Woodhouse and Gore.....     | 425 00   |           |
| Total for County, \$3070.   | \$14 00  | \$3056 00 |

31. COUNTY OF OXFORD.

|                    |          |  |
|--------------------|----------|--|
| Blandford.....     | \$229 00 |  |
| Blenheim.....      | 801 00   |  |
| Dereham.....       | 629 00   |  |
| Nissouri East..... | 400 00   |  |
| Norwich North..... | 394 00   |  |
| Do South.....      | 337 00   |  |
| Oxford North.....  | 203 00   |  |
| Do East.....       | 314 00   |  |
| Do West.....       | 313 00   |  |
| Zorra East.....    | 518 00   |  |
| Do West.....       | 424 00   |  |

\$4562 00

32. COUNTY OF WATERLOO.

|                              |          |           |
|------------------------------|----------|-----------|
| Dumfries North .....         | \$178 00 |           |
| Waterloo North .....         | 456 00   |           |
| Do South .....               | 459 00   |           |
| Wellesley .....              | 617 00   |           |
| Do for Separate Schools..... | \$60 00  |           |
| Wilnot .....                 | 632 00   |           |
| Do for Separate Schools..... | 77 00    |           |
| Woolwich .....               | 604 00   |           |
| Total for County, \$3383.    | \$137 00 | \$3246 00 |

33. COUNTY OF WELLINGTON.

|                              |          |           |
|------------------------------|----------|-----------|
| Amaranth .....               | \$137 00 |           |
| Arthur .....                 | 297 00   |           |
| Do for Separate Schools..... | \$116 00 |           |
| Eramosa .....                | 414 00   |           |
| Erin .....                   | 569 00   |           |
| Garafraux .....              | 559 00   |           |
| Guelph .....                 | 355 00   |           |
| Father .....                 | 79 00    |           |
| Maryborough .....            | 360 00   |           |
| Minto .....                  | 269 00   |           |
| Nichol .....                 | 243 00   |           |
| Do for Separate Schools..... | 32 00    |           |
| Peel .....                   | 575 00   |           |
| Pilkington .....             | 253 00   |           |
| Do for Separate Schools..... | 22 00    |           |
| Puslinch .....               | 540 00   |           |
| Total for County, \$4820.    | \$170 00 | \$4650 00 |

34. COUNTY OF GREY.

|                                  |          |           |
|----------------------------------|----------|-----------|
| Artemesia .....                  | \$296 00 |           |
| Bentinck .....                   | 383 00   |           |
| Collingwood .....                | 171 00   |           |
| Derby .....                      | 142 00   |           |
| Egremont .....                   | 337 00   |           |
| Euparasia .....                  | 169 00   |           |
| Geuelg .....                     | 352 00   |           |
| Holland .....                    | 228 00   |           |
| Do for Separate School.....      | \$38 00  |           |
| Keppel, Sarawak and Brooke ..... | 68 00    |           |
| Melnethon .....                  | 156 00   |           |
| Normanby .....                   | 362 00   |           |
| Do for Separate Schools.....     | 93 00    |           |
| Osprey .....                     | 253 00   |           |
| Proton .....                     | 142 00   |           |
| St. Vincent .....                | 344 00   |           |
| Sullivan .....                   | 182 00   |           |
| Do for Separate School.....      | 17 00    |           |
| Sydenham .....                   | 347 00   |           |
| Total for County, \$4080.        | \$148 00 | \$3932 00 |

35. COUNTY OF PERTH.

|                             |          |           |
|-----------------------------|----------|-----------|
| Blanchard .....             | \$434 00 |           |
| Pownie .....                | 415 00   |           |
| Easthope North.....         | 359 00   |           |
| Do South.....               | 267 00   |           |
| Ellice .....                | 260 00   |           |
| Do for Separate School..... | \$40 00  |           |
| Elma .....                  | 275 00   |           |
| Fallarton .....             | 332 00   |           |
| Hibbert .....               | 327 00   |           |
| Logan .....                 | 259 00   |           |
| Mornington .....            | 349 00   |           |
| Wallace .....               | 276 00   |           |
| Total for County, \$3593.   | \$40 00  | \$3553 00 |

36. COUNTY OF HURON.

|                |          |  |
|----------------|----------|--|
| Ashfield ..... | \$300 00 |  |
| Colborne ..... | 214 00   |  |
| Goderich ..... | 411 00   |  |
| Grey .....     | 283 00   |  |
| Hay .....      | 351 00   |  |

COTNTY OF HURON.—Continued.

|                              |         |           |
|------------------------------|---------|-----------|
| Howick .....                 | 258 00  |           |
| Hullett .....                | 257 00  |           |
| Do for Separate School.....  | \$23 00 |           |
| McKillop .....               | 278 00  |           |
| Morris .....                 | 268 00  |           |
| Stanley and Bayfield.....    | 393 00  |           |
| Stephen .....                | 307 00  |           |
| Do for Separate Schools..... | 17 00   |           |
| Tuckersmith .....            | 370 00  |           |
| Turnberry .....              | 145 00  |           |
| Wawanosh .....               | 362 00  |           |
| Usborne .....                | 370 00  |           |
| Total for County, \$4637.    | \$10 00 | \$4597 00 |

37. COUNTY OF BRUCE.

|                             |         |           |
|-----------------------------|---------|-----------|
| Albemarle .....             | \$6 00  |           |
| Amabel .....                | 20 00   |           |
| Arran .....                 | 293 00  |           |
| Brant .....                 | 359 00  |           |
| Bruce .....                 | 258 00  |           |
| Carrick .....               | 363 00  |           |
| Culross .....               | 226 00  |           |
| Do for Separate School..... | \$34 00 |           |
| Elderslie .....             | 204 00  |           |
| Greenock .....              | 178 00  |           |
| Do for Separate School..... | 33 00   |           |
| Huron .....                 | 279 00  |           |
| Kincardine .....            | 334 00  |           |
| Kinloss .....               | 211 00  |           |
| Saugen .....                | 174 00  |           |
| Total for County, \$2972.   | \$57 00 | \$2908 00 |

38. COUNTY OF MIDDLESEX.

|                              |          |           |
|------------------------------|----------|-----------|
| Adelaide .....               | \$288 00 |           |
| Biddulph .....               | 391 00   |           |
| Carradoc .....               | 434 00   |           |
| Delaware .....               | 206 00   |           |
| Dorchester North.....        | 463 00   |           |
| Ekfrid .....                 | 296 00   |           |
| Lobo .....                   | 408 00   |           |
| London .....                 | 1111 00  |           |
| McGillivray.....             | 450 00   |           |
| Metcalfe .....               | 200 00   |           |
| Mosa .....                   | 348 00   |           |
| Nissouri West.....           | 361 00   |           |
| Westminster .....            | 708 00   |           |
| Do for Separate School... .. | \$14 00  |           |
| Williams East.....           | 284 00   |           |
| Williams West .....          | 233 00   |           |
| Do for Separate School... .. | 22 00    |           |
| Total for County, \$6217.    | \$36 00  | \$6181 00 |

39. COUNTY OF ELGIN.

|                       |          |           |
|-----------------------|----------|-----------|
| Aldbrough .....       | \$267 00 |           |
| Bayham .....          | 591 00   |           |
| Dorchester South..... | 255 00   |           |
| Dunwich .....         | 332 00   |           |
| Malahide .....        | 611 00   |           |
| Southwold .....       | 628 00   |           |
| Yarmouth .....        | 709 00   |           |
|                       |          | \$3391 00 |

40. COUNTY OF KENT.

|                             |          |  |
|-----------------------------|----------|--|
| Camden and Gore .....       | \$315 00 |  |
| Chatham and Gore .....      | 412 00   |  |
| Dover East and West.....    | 305 00   |  |
| Harwich .....               | 511 00   |  |
| Do for Separate School..... | \$12 00  |  |
| Howard .....                | 457 00   |  |
| Orford .....                | 293 00   |  |
| Raleigh .....               | 340 00   |  |
| Do for Separate School..... | 91 00    |  |

## COUNTY OF KENT.—Continued.

|                   |        |
|-------------------|--------|
| Romney .....      | 54 00  |
| Tilbury East..... | 145 00 |
| Zone .....        | 133 00 |

Total for County, \$3065.      \$103 00      \$2965 00

## 41. COUNTY OF LAMTON.

|                   |          |
|-------------------|----------|
| Bosanquet .....   | \$356 00 |
| Brooke .....      | 184 00   |
| Dawn .....        | 83 00    |
| Enniskillen ..... | 122 00   |
| Euphemia .....    | 242 00   |
| Moore .....       | 330 00   |
| Plympton.....     | 378 00   |
| Sarnia.....       | 179 00   |
| Sombra .....      | 208 00   |
| Wauwick.....      | 389 00   |

\$2471 00

## 42. COUNTY OF ESSEX.

|                             |          |
|-----------------------------|----------|
| Anderdon .....              | \$173 00 |
| Colchester .....            | 303 00   |
| Gosfield .....              | 270 00   |
| Malden .....                | 161 00   |
| Do for Separate School..... | \$28 00  |
| Malden .....                | 170 00   |
| Mersea .....                | 246 00   |
| Rochester.....              | 155 00   |
| Sandwich East }             |          |
| Sandwich West }             | 568 00   |
| Tilbury West.....           | 136 00   |

Total for County, \$2219.      \$28 00      \$2191 00

## Apportionment to Cities, Towns and Villages for 1863.

| CITIES.        | Common Schools. | R. Cath. Separate Schools. | Total.     |
|----------------|-----------------|----------------------------|------------|
| Toronto .....  | \$3487 00       | \$1600 00                  | \$5187 00  |
| Hamilton ..... | 1760 00         | 435 00                     | 2195 00    |
| Kingston ..... | 1160 00         | 420 00                     | 1580 00    |
| London .....   | 1175 00         | 152 00                     | 1327 00    |
| Ottawa .....   | 709 00          | 977 00                     | 1686 00    |
|                | \$8291 00       | \$3650 00                  | \$11941 00 |

| TOWNS.             | Common Schools. | R. Cath. Separate Schools. | Total. |
|--------------------|-----------------|----------------------------|--------|
| Amherstburgh ...   | \$184 00        | \$1 00                     | 265 00 |
| Barrie .....       | 136 00          | 108 00                     | 244 00 |
| Belleville .....   | 548 00          | 173 00                     | 721 00 |
| Berlin .....       | 206 00          | 18 00                      | 224 00 |
| Bowmanville.....   | 312 00          |                            | 312 00 |
| Brantford .....    | 627 00          | 90 00                      | 717 00 |
| Brockville .....   | 322 00          | 150 00                     | 472 00 |
| Chatham .....      | 446 00          | 66 00                      | 512 00 |
| Clifton .....      | 96 00           | 52 00                      | 148 00 |
| Cobourg .....      | 456 00          | 116 00                     | 572 00 |
| Collingwood .....  | 159 00          |                            | 159 00 |
| Cornwall .....     | 220 00          |                            | 220 00 |
| Dundas .....       | 188 00          | 139 00                     | 327 00 |
| Galt .....         | 352 00          |                            | 352 00 |
| Goderich .....     | 371 00          |                            | 371 00 |
| Guelph .....       | 415 00          | 168 00                     | 583 00 |
| Ingersoll .....    | 236 00          | 55 00                      | 291 00 |
| Lindsay .....      | 98 00           | 121 00                     | 219 00 |
| Milton .....       | 104 00          |                            | 104 00 |
| Niagara .....      | 186 00          | 52 00                      | 238 00 |
| Oakville .....     | 118 00          | 48 00                      | 166 00 |
| Owen Sound.....    | 254 00          |                            | 254 00 |
| Paris .....        | 223 00          | 49 00                      | 272 00 |
| Perth.....         | 228 00          | 60 00                      | 288 00 |
| Peterborough ..... | 332 00          | 125 00                     | 457 00 |

| TOWNS.              | Common Schools. | R. Cath. Separate Schools. | Total.      |
|---------------------|-----------------|----------------------------|-------------|
| Pictou .....        | 176 00          | 61 00                      | 237 00      |
| Port Hope.....      | 478 00          |                            | 478 00      |
| Prescott .....      | 160 00          | 137 00                     | 297 00      |
| Sandwich .....      | 113 00          |                            | 113 00      |
| Sarnia .....        | 240 00          |                            | 240 00      |
| St. Catharines..... | 507 00          | 215 00                     | 722 00      |
| St. Thomas.....     | 187 00          |                            | 187 00      |
| Simcoe .....        | 213 00          |                            | 213 00      |
| Stratford .....     | 323 00          |                            | 323 00      |
| Whitby .....        | 281 00          | 29 00                      | 310 00      |
| Windsor .....       | 287 00          |                            | 287 00      |
| Woodstock .....     | 383 00          |                            | 383 00      |
|                     | \$10160 00      | \$2113 00                  | \$ 12273 00 |

| INCORPORATED VILLAGES. | Common Schools. | R. Cath. Separate Schools. | Total.    |
|------------------------|-----------------|----------------------------|-----------|
| Arnprior .....         | \$95 00         |                            | 95 00     |
| Ashburnham .....       | 114 00          |                            | 114 00    |
| Aurora .....           | 83 00           |                            | 83 00     |
| Bath .....             | 110 00          |                            | 110 00    |
| Bradford .....         | 187 00          |                            | 187 00    |
| Brampton .....         | 135 00          |                            | 135 00    |
| Brighton .....         | 133 00          |                            | 133 00    |
| Caedonia .....         | 87 00           |                            | 87 00     |
| Cayuga .....           | 125 00          |                            | 125 00    |
| Chippewa .....         | 115 00          |                            | 115 00    |
| Clinton .....          | 92 00           |                            | 92 00     |
| Colborne .....         | 145 00          |                            | 145 00    |
| Dunnville.....         | 119 00          |                            | 119 00    |
| Elora .....            | 63 00           |                            | 63 00     |
| Embro .....            | 115 00          | 13 00                      | 128 00    |
| Fergus .....           | 61 00           | 20 00                      | 81 00     |
| Fort Erie.....         | 144 00          |                            | 144 00    |
| Hawkesbury .....       | 69 00           |                            | 69 00     |
| Hespeler .....         | 85 00           |                            | 85 00     |
| Holland Landing        | 71 00           |                            | 71 00     |
| Iroquois .....         | 122 00          |                            | 122 00    |
| Kemptville .....       | 112 00          |                            | 112 00    |
| Kincardine .....       | 69 00           |                            | 69 00     |
| Lanark .....           | 80 00           | 24 00                      | 104 00    |
| Merrickville .....     | 139 00          |                            | 139 00    |
| Mitchell .....         | 98 00           |                            | 98 00     |
| Morrisburgh .....      | 167 00          | 36 00                      | 203 00    |
| Napanee .....          | 110 00          |                            | 110 00    |
| Newburgh .....         | 118 00          |                            | 118 00    |
| Newcastle .....        | 99 00           |                            | 99 00     |
| New Hamburg .....      | 121 00          | 38 00                      | 159 00    |
| Newmarket .....        | 187 00          | 44 00                      | 231 00    |
| Oshawa .....           | 73 00           |                            | 73 00     |
| Pembroke .....         | 68 00           | 34 00                      | 102 00    |
| Portsmouth .....       | 148 00          | 28 00                      | 176 00    |
| Port Dalhousie .....   | 80 00           |                            | 80 00     |
| Preston .....          | 59 00           |                            | 59 00     |
| Renfrew .....          | 130 00          |                            | 130 00    |
| Richmond .....         | 70 00           |                            | 70 00     |
| Smith's Falls .....    | 86 00           |                            | 86 00     |
| Stirling .....         | 319 00          |                            | 319 00    |
| St. Mary's .....       | 86 00           |                            | 86 00     |
| Strathroy .....        | 130 00          |                            | 130 00    |
| Streetsville .....     | 130 00          | 55 00                      | 185 00    |
| Thornold .....         | 98 00           | 62 00                      | 160 00    |
| Trenton .....          | 104 00          |                            | 104 00    |
| Vienna .....           | 146 00          |                            | 146 00    |
| Waterloo .....         | 103 00          |                            | 103 00    |
| Wellington .....       | 83 00           |                            | 83 00     |
| Welland .....          | 180 00          |                            | 180 00    |
| Yorkville .....        |                 |                            |           |
|                        | \$5663 00       | \$354 00                   | \$6017 00 |

\* The Report from Perth not having been received, the apportionment for the common and separate schools in that place cannot yet be determined. It is to be regretted that this Municipality continues to be annually in default in this respect.



4. *The Trustees' Blank Annual Reports* are annually sent through the Local Superintendents to each of the Trustee Corporations in the rural school sections. Total, about 4,500.

5. *The Blank Annual Reports*, from which the General Annual Report of the Department is compiled, are sent to the Local Superintendents and Boards of Common School Trustees and Boards of Grammar School Trustees. Total number sent out annually, 600 copies.

6. *Auditors' Treasurers' and Sub-Treasurers' Returns* are sent to about 450 of those officers, to be filled up and returned.

7. *The Chief Superintendent's Annual Report* to His Excellency the Governor General, printed by order of the House of Assembly, is also sent to each of the rural Trustee Corporations, to the Boards of Common School Trustees in cities, towns and villages, to Boards of Grammar School Trustees, to Boards of Public Instruction, to Local Superintendents, and to Separate School Trustees, besides copies to other parties. Total number sent out annually, about 4,500.

8. *Various Forms*.—Forms are also sent from time to time, to Superannuated Teachers, Trustees, (for maps) Normal School Students, &c. About 800 copies

Letters received and sent out by the Department :—

|                             | 1852 | 1853 | 1854 | 1855 | 1856 | 1857 | 1858 | 1859 | 1860 | 1861 | 1862 |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Number of letters received. | 2996 | 4015 | 4920 | 5338 | 5739 | 6294 | 6431 | 6468 | 7121 | 7215 | 6495 |
| Average number per week.    | 57   | 77   | 95   | 102  | 110  | 121  | 124  | 125  | 137  | 138  | 126  |
| Number of letters sent out. | 1430 | 1936 | 2581 | 3764 | 3966 | 3542 | 4627 | 5823 | 6015 | 5656 | 4955 |
| Average number per week.    | 27   | 37   | 50   | 72   | 77   | 68   | 88   | 112  | 116  | 109  | 95   |

*Recapitulation*.—The number of copies prepared, or printed, and sent out annually from the Educational Department for Upper Canada :

|                                                     | Copies. |                                             | Copies. |
|-----------------------------------------------------|---------|---------------------------------------------|---------|
| 1. Journal of Education.....                        | 4,500   | 7. Chief Superintendent's Report.....       | 4,500   |
| 2. School Registers.....                            | 4,500   | 8. Various Forms, about.....                | 800     |
| 3. Trustees' Blank Half-Yearly Reports.....         | 7,500   | 9. Letters, &c., sent out and received..... | 11,400  |
| 4. Trustees' Blank Annual Reports.....              | 4,500   | 10. Circulars, about.....                   | 8,000   |
| 5. Local Superintendent's Blank Annual Reports..... | 600     |                                             |         |
| 6. Auditors' and Treasurers' Blank Returns.....     | 450     | Grand Total per year.....                   | 46,750  |

No. 2.—COMMUNICATIONS TO THE DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

THE POSTAGE LAW, AND THE DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA

1. As but few parties in correspondence with the Educational Department comply with the new postage law, in the pre-payment of their letters, (thereby increasing the postage charged by nearly fifty per cent.) the effect has been to swell unduly this item of the contingencies of the Department. It may be that this omission arises from the impression that the official correspondence of the Educational branch of the public service like that of the Cabinet Executive Departments, goes free. But this is an entire mistake; as the Educational Department forms an exception, and its contingent expenses are proportionably increased by a charge from which the other Public Departments of a similar character are exempt. We would suggest, therefore, in future, that all correspondence with the Department be pre-paid, (as it is on letters, &c., going from the Department,) and that thinner paper be used in all cases. Several letters occupying but one page have been received written on large, thick paper, and embracing four pages. Foolscap paper should be used where practicable; and only such portions of it sent as may be written on. All other portions have to be cut off when the letter is filed in the Department.

## PRE-PAYMENT OF POSTAGE ON BOOKS AND PARCELS.

2. According to the postage law, the postage on all books, parcels, printed circulars &c., sent through the post must be prepaid by the sender, at the rate of one cent per ounce. Local Superintendents and teachers ordering books from the Educational Depository, will, therefore, please send such additional sum for the payment of this postage, at the rate specified, as may be necessary.

## REGULATION IN REGARD TO GRAMMAR AND COMMON SCHOOL RETURNS.

All official returns to the Chief Superintendent, or a local Superintendent, which are made upon the printed blank forms furnished by the Educational Department, *should be pre-paid one cent, and open at each end*, so as to entitle them to pass through the post as printed papers. No letters should be enclosed with such returns.

## COMMUNICATIONS TO THE EDUCATIONAL DEPARTMENT FOR UPPER CANADA.

1. *Appeals to the Chief Superintendent of Education.*—All parties concerned in the operations of the Grammar and Common School Law, have the right of appeal to the Chief Superintendent of Education; and he is authorized to decide such questions as are not otherwise provided for by law. But for the ends of justice—to prevent delay, and save expense, it will be necessary for any party thus appealing: 1. To furnish the party against whom they may appeal with a correct copy of their communication to the Chief Superintendent, in order that such party may have an opportunity of transmitting any explanation or answer deemed expedient. 2. To state expressly, in the appeal, that the opposite party has been thus notified, as it must not be supposed that the Chief Superintendent will decide, or form an opinion on any point affecting different parties, without hearing both sides—whatever delay may at any time be occasioned in order to secure such hearing. Application for advice in Common School matters, should in all cases, be *first* made to the Local Superintendent having jurisdiction in the Municipality.

2. *The Journal of Education* having been constituted by His Excellency the Governor General in Council, the official medium of communicating all Departmental intelligence and information, parties should refer to its pages on matters relating to the apportionment, blank reports, Depository, Normal Schools, &c.

3. *Communications generally.*—The parties concerned are left to their own discretion as to the forms of all communications relating to Schools, for which specific instructions are not furnished by the Department, but they are requested to use large sized, or foolscap paper. In all communications, however, the number of the School Section, and the name of the Township and Post Office, with the official title of the writer, should be given; and also, the number and dates of any previous correspondence on the same subject.

4. *Communications with the Government relating to Schools*, should be made through the Educational Department, Toronto; as all such communications not so made, are referred to the Chief Superintendent of Education, to be brought before his Excellency through the proper Department—which occasions unnecessary delay and expense.

5. *Communications relating to the Journal of Education; to the Educational Depository; to the Public Libraries; or to the Superannuated Teachers' Fund, School Accounts, Poor Schools, &c.*, should be written on separate sheets from letters of appeal, or on legal questions, in order that they may be separated and classified.

## LOCAL SUPERINTENDENTS OF SCHOOLS IN UPPER CANADA.

## No. 2.—SUMMARY OF MUNICIPALITIES AND SCHOOL SECTIONS IN UPPER CANADA.

|                                    | School Sections, 1862. |
|------------------------------------|------------------------|
| (1.) 408 Townships.....            | 4027                   |
| (2.) 5 Cities.....                 | 55                     |
| (3.) 36 Towns.....                 | 95                     |
| (4.) 48 Incorporated Villages..... | 84                     |
| 497 Total.....                     | 4261                   |

No. 2.—STATEMENT OF THE RELIGIOUS PERSUASIONS OF THE LOCAL SUPERINTENDENTS OF COMMON SCHOOLS WHO ARE CLERGYMEN.

|                                      |    |                         |     |
|--------------------------------------|----|-------------------------|-----|
| Church of England.....               | 40 | Congregationalists..... | 2   |
| do Rome.....                         | 4  | Methodists.....         | 28  |
| Presbyterians.....                   | 66 | Not ascertained.....    | 10  |
| Baptist.....                         | 3  |                         |     |
| Clerical Superintendents.....        |    |                         | 158 |
| Lay do and those not reported.....   |    |                         | 177 |
| Total number of Superintendents..... |    |                         | 335 |

APPENDIX G.

THE ROMAN CATHOLIC SEPARATE SCHOOL ACTS OF 1850 AND 1863 COMPARED.

ACT OF 1855,

18 VIC. CAP. 131. RECEIVED ROYAL ASSENT,  
30TH MAY, 1855.

“An Act to amend the laws relating to Roman Catholic Separate Schools in Upper Canada.”

(Consolidated in 1859, and taken from the Consolidated Statutes for Upper Canada, cap. 65.)

“AN ACT RESPECTING SEPARATE SCHOOLS.”

*Preamble.*

WHEREAS it is expedient to amend the laws relating to Separate Schools in Upper Canada, so far as they affect the Roman Catholic inhabitants thereof: Be it therefore enacted, &c.

[Note.—Part first, Sections I. to XVII. inclusive, refer to Protestant and Colored Separate Schools exclusively.]

ACT OF 1863.

26 VIC. CAP. 5. RECEIVED ROYAL ASSENT,  
5TH MAY, 1863.

“An Act to restore to Roman Catholics in Upper Canada certain rights in respect to Separate Schools.”

*Preamble.*

WHEREAS it is just and proper to restore to Roman Catholics in Upper Canada certain rights which they formerly enjoyed in respect to separate Schools, and to bring the provisions of the Law respecting Separate Schools more in harmony with the provisions of the Law respecting Common Schools: Therefore, Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada, enacts as follows:—

*Separate School Act of 1855 repealed.*

1. Sections eighteen to thirty-six, both inclusive, of chapter sixty-five of the Consolidated Statutes for Upper Canada, intituled, “An Act respecting Separate Schools,” are hereby repealed, and the following shall be substituted in lieu thereof, and be deemed to form part of the said Act.

## 2.—ROMAN CATHOLIC SEPARATE SCHOOLS.

*Five heads of families to call meeting.*

XVIII. Any number of persons, not less than five, being heads of families, and freeholders or householders, resident within any School Section of any Township, or within any ward of any City or Town, and being Roman Catholics, may convene a public meeting of persons desiring to establish a Separate School for Roman Catholics, in such School Section or Ward, for the election of Trustees for the management of the same. 18 V. c. 131, s. 2.

*Meeting of ten persons may elect three Trustees.*

XIX. A majority of the persons present, not less than ten in number, being freeholders or householders, and being Roman Catholics, may at any such meeting elect three persons, resident within such Section, to act as Trustees for the management of such Separate School, and any person, being a British subject, may be elected as a Trustee, whether he be a freeholder or householder, or not. 18 V. c. 131, s. 3.

*Written notice of establishment to be sent to certain officers.*

XX. A notice in writing addressed to the Reeve, or to the Chairman of the Board of Common School Trustees, in the Township, City or Town, in which such Section is situate, may be given by all persons whether they were present at such meeting or not, who are freeholders or householders, residents within such Section, and Roman Catholics, and favorable to the establishment of such Separate School, declaring that they desire to establish a Separate School in such School Section, and designating by their names, professions, and places of abode, the persons elected in the manner aforesaid as Trustees for the management thereof. 18 V. c. 131, s. 4.

*Endorsement to be made on such notice.*

XXI. Every such notice shall be delivered to the proper officer by one

*Five heads of families may call a meeting.*

II. Any number of persons, not less than five, being heads of families, and freeholders or householders, resident within any School section of any Township, Incorporated Village or Town, or within any ward of any City or Town, and being Roman Catholics, may convene a public meeting of persons desiring to establish a Separate School for Roman Catholics, in such School Section or ward, for the election of Trustees for the management of the same.

*Majority present to elect three Trustees.*

III. A majority of the persons present, being freeholders or householders, and being Roman Catholics, and not candidates for election as Trustees, may, at any such meeting, elect three persons resident within such section or an adjoining section to act as Trustees for the management of such Separate School, and any person, being a British subject, not less than twenty-one years of age, may be elected as a Trustee, whether he be a freeholder or householder, or not.

(Note.—In Common School Sections, any number present, however few, at a lawful meeting for the election of Trustees, can elect them. There is no reason for a different provision in regard to the number present for the election of Separate School Trustees.)

*Notice of establishment of Separate School.*

IV. Notice in writing that such meeting has been held and of such election of Trustees, shall be given by the parties present at such meeting to the Reeve or head of the Municipality, or to the Chairman of the Board of Common School Trustees, in the Township, Incorporated Village, Town, or City in which such School is about to be established, designating by their names, professions and residences, the persons elected in the manner aforesaid, as Trustees for the management thereof; and every such notice shall be delivered to the proper officer by one of the Trustees so elected, and it shall be the duty of the officer receiving the same to endorse thereon the date of the receipt thereof, and to deliver a copy of the same so endorsed and duly certified by him to such Trustee, and from the day of the delivery and receipt of every such notice, or in the event of the neglect or refusal of such officer to deliver a copy so endorsed and certified, then from the day of the delivery of such notice, the Trustees therein named shall be a body corporate, under

of the Trustees so elected, and it shall be the duty of the officer receiving the same to endorse thereon the date of the receipt thereof, and to deliver a copy of the same, so endorsed and duly certified by him to such Trustees. 18 V. c. 131, s. 5.

*Thereafter, Trustees to be a Corporation.*

XXII. From the day of the delivery and receipt of every such notice, the Trustees therein named shall be a body Corporate under the name of "The Trustees of the Roman Catholic Separate School for the Section Number \_\_\_\_\_, in the Township (City or Town, as the case may be,) in the County of \_\_\_\_\_" 18 V. c. 131, s. 6.

*Union of Separate Schools in Towns and Cities.*

XXIII. When such Separate Schools are established in more than one Ward of any City or Town, the Trustees of such Separate Schools may, if they think fit, form a union of such Separate Schools, and, from the day of the notice in any public newspaper published in such City or Town announcing such union, the Trustees of the several Wards shall together form a body Corporate under the title of "The Board of Trustees of the Roman Catholic United Separate Schools for the City (or Town) of \_\_\_\_\_, in the County of \_\_\_\_\_" 18 V. c. 131, s. 7.

the name of "The Trustees of the Roman Catholic Separate School for the Section number \_\_\_\_\_, in the township of \_\_\_\_\_, or for the Ward of \_\_\_\_\_, in the City or Town (as the case may be) or for the Village of \_\_\_\_\_, in the County of \_\_\_\_\_" (a)

(a) These sections embrace the *eighteenth to twenty-second* sections inclusive of the existing Separate School Act of 1855, and are the same in substance as they; as are the *second and third* sections substantially the same as the *eighteenth and nineteenth* sections of the present Separate School Act.

*Board of Separate School Trustees in Cities and Towns.*

V. The Trustees of Separate Schools heretofore elected, or hereafter to be elected according to the provisions of this Act, in the several Wards of any City or Town shall form one body Corporate, under the title of "The Board of Trustees of the Roman Catholic Separate Schools for the City (or Town) of \_\_\_\_\_" (b)

(b) This section is the substitute for the *twenty-third* section of the present Separate School Act, and assimilates the provision of the law in regard to Separate Schools and their supporters, to that of the Common School Act.

*Union of Separate Schools in one or more School Sections.*

VI. It shall be lawful for the majority of the rate-paying supporters of the Separate School, in each Separate School Section, whether the Sections be in the same or adjoining Municipalities, at a public meeting duly called by the Separate School Trustees of each such Section, to form such Sections into a Separate School Union Section, of which union of Sections the Trustees shall give notice within fifteen days to the Clerk or Clerks of the Municipality or Municipalities, and to the Chief Superintendent of Education; and each such Separate School Union Section thus formed, shall be deemed one School Section for all Roman Catholic Separate School purposes, and shall every year thereafter be represented by three Trustees, to be elected as in Common School Sections.

*Union Separate School Section—Corporation formed.*

2: And the said Trustees shall form a body corporate, under the title of "The Board of Trustees of the Roman Catholic United Separate Schools for the United Sections Nos. (as the case may be,) in the (as the case may be.)" (c.)

(c) This clause or section is designed to provide that the supporters of Separate Schools may form *union* Sections, the same as they may now do in the Cities and Towns, and which supporters of Common Schools may also do, as provided in the 41st, 42nd, 43rd and 44th sections of the Consolidated Common School Act. Previous to 1855, the Township Councils prescribed the boundaries of Separate as well of Common School Sections; but as the names of all the petitioners for a Separate School had to be included in the Separate School Section to be formed, they virtually formed their own Section. By the Roman Catholic Separate School Act of 1855, the boundaries of a Separate School Section were made identical with those of the Common School Section, but no provision was made for the union of Separate Schools in adjoining Sections as had been made for the union of Common School Sections. This clause supplies the omission of the Roman Catholic Separate School Act of 1855.

*Powers of Separate School Trustees.*

VII. The Trustees of Separate Schools forming a body corporate under this Act, shall have the power to impose, levy and collect School rates or subscriptions, upon and from persons sending children to or subscribing towards the support of such Schools, and shall have all the powers in respect of Separate Schools, that the Trustees of Common Schools have and possess under the provisions of the Act relating to Common Schools. (d)

(d) This section is the same as the *twenty-fourth* section of the present Roman Catholic Separate School Act.

*Trustees may copy Assessment Roll of Municipality.*

VIII. The clerk or other officer of a Municipality within or adjoining which a Separate School is established, having possession of the Assessor's or Collector's roll of the said Municipality, shall allow any one of the said Trustees or their authorized collector to make a copy of such roll in so far as it relates to the persons supporting the Separate School under their charge. (e)

(e) There is no provision in the present Roman Catholic Separate School Act, by which the Trustees or their collector can have access to the assessor's or collector's roll, as is provided by law, in regard to the Trustees of a Common School and their collector. This section supplies the omission.

*Declaration of office by Separate School Trustees.*

IX. The Trustees of Separate Schools shall take and subscribe the following declaration before any Justice of the Peace, Reeve, or Chairman of the Board of Common Schools: "I, \_\_\_\_\_, will truly and faithfully, to the best of my judg-

*Separate School Trustees to have same power as Common School Trustees.*

XXIV. The Trustees of such Separate Schools forming a body Corporate under this Act, shall have the same power to impose, levy and collect School rates or subscriptions, upon and from persons sending children to, or subscribing towards the support of such Schools, and all other powers in respect of Separate Schools, as the Trustees of Common Schools have and possess under the provisions of the Act relating to Common Schools. 18 V. c. 131, s. 8.

*Trustees and Teachers to be subject to same penalties.*

XXV. The Trustees of such Separate School shall perform the same duties and shall be subject to the same penalties as Trustees of Common Schools; and Teachers of Separate Schools shall

be liable to the same penalties as Teachers of Common Schools. 18 V. c. 131, s. 8.

*All Separate School Trustees to be elected annually.*

XXVI. The Trustees of such Separate School shall remain in office until the second Wednesday of the month of January next following their election, on which day in each year a meeting shall be held in each such Section or Ward, commencing at the hour of ten of the clock in the forenoon, for the election of three Trustees for Separate Schools theretofore established; but no Trustee shall be re-elected at any such meeting without his consent, unless after the expiration of four years from the time when he went out of office. 18 V. c. 131, s. 9.

ment and ability, discharge the duties of the office of School Trustee to which I have been elected:”—and they shall perform the same duties and be subject to the same penalties as Trustees of Common Schools: and teachers of Separate Schools shall be liable to the same obligations and penalties as teachers of Common Schools. (f)

(f) This declaration of office is required of Common School Trustees by the Common School Amendment Act of 1860; and the duties and penalties here imposed upon Separate School trustees and teachers are the same as those imposed by the *twenty-fifth* section of the Roman Catholic Separate School Act of 1855.

*Term of office of Separate School Trustees.*

X. The Trustees of Separate Schools shall remain respectively in office for the same periods of time that the Trustees for Common Schools do, and as is provided by the thirteenth section and its sub-sections, for the Common School Act of the Consolidated Statutes for Upper Canada; but no Trustee shall be re-elected without his consent, unless after the expiration of four years from the time he went out of office; Provided always, that whenever in any City or Town, divided into Wards, a united Board now exists, or shall be hereafter established, there shall be for every Ward two Trustees, each of whom, after the first election of Trustees, shall continue in office two years and until his successor has been elected, and one of such Trustees shall retire on the second Wednesday in January, yearly in rotation; and provided also, that at the first meeting of the Trustees after the election on the second Wednesday in January next, it shall be determined by lot, which of the said Trustees, in each ward, shall retire from office at the time appointed for the then next annual Election, and the other shall continue in office for one year longer. (g)

(g) This section is a substitute for the *twenty-sixth* section of the Roman Catholic Separate School Act of 1855, and assimilates the Separate to the Common School law, in respect to the election of Trustees, and their continuance in office, in both sections, and cities and towns.

*Period of office.—Time and mode of election.*

XI. After the establishment of any Separate School, the Trustees thereof shall hold office for the same period and be elected at the same time in each year that the Trustees of Common Schools are, and all the provisions of the Common School Act relating to the mode and time of election, appointments and duties of Chairman and Secretary at the annual meetings, term of office and manner of filling up vacancies, shall be deemed and held to apply to this Act. (h)

(h) This section contains a general provision for assimilating the provisions of the Separate and Common School Acts.

*Roman Catholic children from other Sections may attend.*

XXVII. The Trustees of such Separate Schools shall allow children from other School Sections, whose parents or lawful guardians are Roman Catholics, to be received into any Separate School under their management, at the request of such parents or guardians; and no children attending such School shall be included in the Return, hereafter required to be made to the Chief Superintendent of Education, unless they are Roman Catholics. 18 V. c. 131, s. 10.

*Certificates of Teachers.—Disposal of School monies.*

XXVIII. A majority of the Trustees of such Separate Schools in any Township or Village, or of the Board of Trustees in any Town or Village, shall have power to grant certificates of qualification to Teachers of Separate Schools under their management, and to dispose of all School Funds of every description coming into their hands for School purposes. 18 V. c. 131, s. 11.

*Condition of Municipal exemption from Common School rates.*

XXIX. Every person paying rates, whether as proprietor or tenant, who, on or before the first day of February of any year, gives to the Clerk of the Municipality in which any Separate School is situated, notice that he is a Roman Catholic and a supporter of such Separate School, shall be exempted from the payment of all rates imposed for the year then next following for the support of Common Schools and of Common School Libraries, within the Ward or School Section wherein such Separate School is established. 18 V. c. 131, s. 12.

*R. C. Children admitted from other School Sections.*

XII. The Trustees of Separate Schools may allow children from other School Sections, whose parents or lawful guardians are Roman Catholics, to be received into any Separate School under their management, at the request of such parents or guardians; and no children attending such School shall be included in the Return, hereafter required to be made to the Chief Superintendent of Education, unless they are Roman Catholics. (i)

(i) This section corresponds precisely with the twenty-seventh section of the Roman Catholic Separate School Act of 1855.

*Teachers' Certificate of Qualification.*

XIII. The Teachers of Separate Schools under this Act shall be subject to the same examinations, and receive their Certificates of qualification in the same manner as Common School Teachers generally; provided that persons qualified by law as Teachers, either in Upper or Lower Canada, shall be considered qualified Teachers for the purposes of this Act. (j)

(j) This section is a substitute for the twenty-eighth section of the present Separate School Act; and is, all must admit, a very great improvement upon it.

*Supporters of Separate Schools exempted from Common School Rates.*

XIV. Every person paying rates, whether as proprietor or tenant, who, by himself or his agent, on or before the first day of March in any year, gives, or who, on or before the first day of March, of the present year, has given to the Clerk of the Municipality, notice in writing that he is a Roman Catholic, and a supporter of a Separate School situated in the said Municipality, or in a Municipality contiguous thereto, shall be exempted from the payment of all rates imposed for the support of Common Schools, and of Common School Libraries, or for the purchase of land or erection of buildings for Common School purposes, within the City, Town, Incorporated Village, or section in which he resides, for the then current year, and every subsequent year thereafter, while he continues a supporter of a Separate School.—And such notice shall not be required to be renewed annually; and it shall be the duty of the Trustees of every Separate School to transmit to the Clerk of the Municipality or Clerks of Municipalities (as the case may be) on or before the first day of June in each year, a correct list of the names and residences of all persons supporting the Separate Schools under their management; and every rate-payer whose name

shall not appear on such list shall be rated for the support of Common Schools. (k)

(k) This section is a substitute for the *twenty-ninth* section of the present Separate School Act. It substitutes the first day of *March* for the first day of *February*—which can cause inconvenience or disadvantage to nobody, as municipal rates for School purposes are never levied until long after *March*. The proprietor or tenant, by himself or his agent, gives notice; and it has already been legally decided that a notice by the agent of a proprietor or tenant is as valid, according to the present Separate School Act, as a notice by himself in person, and is so accepted and acted upon. It is unjust, therefore, to omit expressing what is already held to be the law, merely to afford an opportunity and pretext for vexing and annoying individuals in certain localities. Another provision in this section is, that the notice shall not be repeated by the individual annually, but shall be repeated, with his address, by the trustees, as his agent. This is the practice which has already been pursued in some municipalities. In Lower Canada, the supporter of the dissentient or Separate School never repeats or renews his first notice as a supporter of such School; and why should the Roman Catholic be required to do that in Upper Canada which the Protestants are not required to do in Lower Canada, unless to inconvenience and annoy him as much as possible? This section requires each Roman Catholic, proprietor or tenant, to give notice to the Clerk of the Municipality when he desires to become a supporter of a Separate School; and the *eighteenth* requires him to give notice to the same clerk when he desires to cease being a supporter of such School; and in the interval, the trustees are required annually to give to same clerk (for the information of the municipal council in levying School rates) the name and residence of each supporter of a Separate School; and they are subject to a severe penalty in case they make an incorrect return.

*Certificate of exemption to be given by  
Municipal Clerk.*

XXX. Every Clerk of a Municipality, upon receiving any such notice, shall deliver a certificate to the person giving such notice to the effect that the same has been given, and shewing the date of such notice. 18 V., c. 31, s. 12.

*Penalty for fraudulent notice.*

XXXI. Any person who fraudulently gives any such notice, or wilfully makes any false statement therein, shall not thereby secure any exemption from rates, and shall be liable to a penalty of forty dollars, recoverable, with costs, before any Justice of the Peace at the suit of the Municipality interested. 18 V., c. 131, s. 12.

*Exception as to rates imposed before  
Separate School established.*

XXXII. Nothing in the last three preceding sections contained shall exempt any person from paying any rate for the support of Common Schools or Common School Libraries, or for the

*Certificate of notice to be endorsed.*

XV. Every Clerk of a Municipality, upon receiving any such notice, shall deliver a certificate to the person giving such notice, to the effect that the same has been given, and showing the date of such notice.

*Penalty for fraudulent notice.*

XVI. Any person who fraudulently gives any such notice, or wilfully makes any false statement therein, shall not thereby secure any exemption from rates, and shall be liable to a penalty of forty dollars, recoverable, with costs, before any Justice of the Peace, at the suit of the Municipality interested.

*Exception as to Rates already imposed.*

XVII. Nothing in the last three preceding sections contained, shall exempt any person from paying any rate for the support of Common Schools or Common School Libraries, or for the erection of a School House or School Houses,

erection of a School House or School Houses, imposed before the establishment of such Separate School. 18 V. c. 131, s. 12.

imposed before the establishment of such Separate School.

*Persons may withdraw their support from Separate Schools.*

XVIII. Any Roman Catholic who may desire to withdraw his support from a Separate School, shall give notice in writing to the Clerk of the Municipality before the second Wednesday in January in any year, otherwise he shall be deemed a supporter of such School: Provided always, that any person who shall have withdrawn his support from any Roman Catholic Separate School, shall not be exempted from paying any rate for the support of Separate Schools or Separate School Libraries, or for the erection of a Separate School House, imposed before the time of his withdrawing such support from the Separate School.

*Supporters of Separate Schools defined.*

XIX. No person shall be deemed a supporter of any Separate School unless he resides within three miles (in a direct line) of the site of the School House. (l.)

(l) No explanatory remarks are required; and no one will object respecting the directions given, and the restrictions and penalties imposed by the *fifteenth, sixteenth, seventeenth, eighteenth and nineteenth* sections of the Bill.

*Conditions of sharing in Legislative School Grant.*

XXXIII. Every such Separate School shall be entitled to a share in the fund annually granted by the Legislature of this Province for the support of Common Schools, according to the average number of pupils attending such School during the twelve next preceding months, or during the number of months which may have elapsed from the establishment of a new Separate School, as compared with the whole average number of pupils attending School in the same City, Town, Village, or Township. 18 V. c. 131, s. 13.

*Average attendance of Pupils must be Fifteen.*

1. But no such Separate School shall be entitled to a share in any such fund unless the average number of pupils so attending the same be fifteen or more, (periods of epidemic or contagious diseases excepted);

*Condition of sharing in Legislative School and other grants.*

XX. Every Separate School shall be entitled to a share in the fund annually granted by the Legislature of this Province for the support of Common Schools, and shall be entitled also to a share in all other public grants, investments and allotments for Common School purposes now made or hereafter to be made by the Province or the Municipal authorities, according to the average number of pupils attending such School during the twelve next preceding months, or during the number of months which may have elapsed from the establishment of a new Separate School, as compared with the whole average number of pupils attending School in the same City, Town, Village, or Township. (m.)

(m) This section is a substitute for the first part of the thirty-third section of the present Separate School Act. The point of difference is, that this section gives Separate Schools the right of sharing in other "Public Grants, investments, and allotments for Common School purposes than the Parliamentary School Grant. The only public grant or investment that can come within this provision, is the Clergy Reserve fund, when applied by Municipalities to Common School purposes. This fund is distributed by law among the several Municipalities according to the number of rate-payers in each—Roman Catholic rate-payers

*Separate Schools not to share in Municipal Assessment.*

2. Nothing herein contained shall entitle any such Separate School within any City, Town, Village or Township, to any part or portion of School monies arising or accruing from local assessment for Common School purposes within the City, Town, Village or Township, or the County or Union of Counties within which the City, Town, Village or Township is situate.

*Trustees to make half-yearly returns to the Chief Superintendent.*

XXXIV. The Trustees of each such Separate School shall, on or before the thirtieth day of June and the thirty-first day of December in each year, transmit to the Chief Superintendent of Education for Upper Canada a correct statement, verified by at least one of such Trustees under oath made before a Justice of the Peace for the County within which the Separate School is situate, of the names of the children attending such School, together with the average attendance during the six next preceding months, or during the number of months which have elapsed since the establishment thereof, and the number of months it has been so kept open, and the Chief Superintendent shall thereupon determine the proportion which the Trustees of such Separate School are entitled to receive out of such Legislative grant, and shall pay over the amount

of course, as well as Protestant. This fund forms no part of the Common School fund, and is not subject to Common School regulations. When a Municipal Council chooses to apply the portion of the Clergy Reserve fund apportioned to its Municipality to Common School purposes, it ought to do so in the equal interest of all the ratepayers, and not in a way to exclude any portion. If the Common School law allows portions of those rate-payers, (both Protestant and Roman Catholic) to have Common Separate Schools, they are acting under law in availing themselves of this permission as much as those who avail themselves of the permission to establish Common Schools. For a Municipal Council to apply the share of the Clergy Reserve Fund placed under its control, to aid one class of these Schools and not the other, is as clearly to exclude one class of ratepayers from their rightful share of that fund as if they were proscribed by name. Some Municipal Councils have acted very justly and fairly in regard to both classes of Common Schools; and if any other Councils have done or should do otherwise, the Legislature should surely protect rights of the minority against any such proscription.

*Shall not share in Municipal Assessment.*

XXI Nothing herein contained shall entitle any such Separate School within any City, Town, Incorporated Village or Township, to any part or portion of school moneys arising or accruing from local assessment for Common School purposes within the City, Town, Village or Township, or the County or Union of Counties within which the City, Town, Village or Township is situate. (n)

(n) This section corresponds with the second proviso of the thirty-third section of the present Separate School Act, and effectually protects all school moneys arising from local assessment against any claims in behalf of Separate Schools.

*Return to be sent half-yearly to Chief Superintendent.*

XXII. The Trustees of each Separate School shall, on or before the thirtieth day of June and the thirty-first day of December of every year, transmit to the Chief Superintendent of Education for Upper Canada, a correct return of the names of the children attending such school, together with the average attendance during the six next preceding months, or during the number of months which have elapsed since the establishment thereof, and the number of months it has been so kept open; and the Chief Superintendent shall thereupon determine the proportion which the Trustees of such Separate School are entitled to receive out of the Legislative grant, and shall pay over the amount thereof to such Trustees. (r)

(r) This section is identical with the thirty-fourth section of the present Separate School Act, except that part which requires the returns to be made on oath—a requirement never exacted of Common School Trustees, never required of Separate School Trustees before 1855—not required of the Trustees of Protestant Separate Schools in Lower Canada since 1856—and for which requirement no reason of justice or necessity exists, as the same penalties are imposed for making incorrect returns to obtain additional aid, as if they were made on oath.

thereof to such Trustees. 18 Vic., c. 131, s. 14.

It may here be remarked, that the first proviso in the *thirteenth* section of the present Separate School Act (which says "that no Separate Schools shall be entitled to share in such fund unless the average number of pupils attending the same be fifteen or more,") has been omitted. It was contained in the Bill as first introduced, but was struck out at the suggestion of the Chief Superintendent, who stated it to be useless and inoperative—not required in regard to Common Schools, the average half-yearly attendance in some of which fell below fifteen—and although Separate Schools whose half-yearly attendance did not amount to fifteen, were not *legally* entitled to share in the Legislative School Grant, yet that any such school kept open by local liberality according to law by a legally qualified teacher, was *equitably* entitled to aid according to its working, whether its pupils numbered more or less than fifteen.

There is also another point on which a remark may here be made. It has been erroneously alleged that this Bill relaxes the existing law in regard to the time of keeping open schools each year. It will be seen by referring to the first part of the 33rd and the 34th section of the present Separate School Act, that a Separate School is entitled to receive aid from the Legislative School Grant in proportion to the time (in connection with average attendance) it is kept open, whether more or less than six months and the *twenty-second* section of the Bill makes not the least change in that respect.

#### *Who are Visitors of Separate Schools.*

XXIII. All Judges, Members of the Legislature, the heads of the Municipal bodies in their respective localities, the Chief Superintendent and Local Superintendent of Common Schools, and Clergymen of the Roman Catholic Church, shall be Visitors of Separate Schools (s.)

(s) Hitherto none but clergymen of the Roman Catholic Church have been admitted as visitors of Separate Schools. This section contains important and liberal provisions in the right direction.

The provisions of the *twenty-fourth* and *twenty-fifth* sections of the Bill need no remark, and will be objected to by none.

#### *Election of Trustees void in certain cases.*

XXXV. The election of Trustees for any such Separate School shall become void unless a Separate School be established under their management within two months from the election of such Trustees. 18 V. c. 131, s. 15.

#### *Separatists not to vote at Common School meetings.*

XXXVI. No person subscribing towards the support of a Separate School established as herein provided either for Roman Catholics, Protestants, or coloured people, or sending children thereto, shall be allowed to vote at the election of any Trustee for a Common School in the City, Town, Village or Township in which such Separate School is situate. 16 V. c. 185, s. 4—18 V. c. 131, s. 16.

#### *Election of Trustees void in certain cases.*

XXIV. The election of Trustees for any Separate School shall become void unless a Separate School be established under their management within three months from the election of such Trustees.

#### *Supporters of Roman Catholic Schools not to vote at C. S. Election.*

XXV. No person subscribing towards the support of a Separate School established as herein provided, or sending children thereto, shall be allowed to vote at the election of any Trustee for a Common School in the City, Town, Village or Township in which such Separate School is situate.

*Official Inspection of R. C. Separate Schools.*

XXVI. The Roman Catholic Separate Schools (with their Registers) shall be subject to such inspection as may be directed from time to time by the Chief Superintendent of Education, and shall be subject also to such regulations as may be imposed from time to time by the Council of Public Instruction for Upper Canada. (t)

(t) The provisions of this section have not existed in any previous Act in respect to separate Schools; they bring the Separate Schools as completely under the control of public regulations and inspection as the Common Schools.

*Disagreement between R. C. Trustees and Officials.*

XXVII. In the event of any disagreement between Trustees of Roman Catholic Separate Schools, and Local Superintendents of Common Schools, or other municipal authorities, the case in dispute shall be referred to the equitable arbitration of the Chief Superintendent of Education in Upper Canada; subject nevertheless to appeal to the Governor in Council, whose award shall be final in all cases. (u)

(u) This is also a new legal provision. The latter part of this section is needless, and is not contained in the Grammar or Common School Act, as all decisions of the Chief Superintendent may be appealed from to the Governor in Council. His decisions have been appealed from in several instances, but have in every instance been sustained.

*Commencement of this Act.*

XXVIII. This Act shall come into force, and take effect, from and after the thirty-first day of December next: But all contracts and engagements made, and rates imposed, and all corporations formed under the Separate School Law, hereby repealed, shall remain in force as if made under the authority of this Act.



## GENERAL REMARKS.

Every person who examines and compares the provisions of this Bill with those of the Roman Catholic Separate School, must see that there is not the slightest extension of the principle of Separate Schools, but a mere correction of the anomalies and inequalities of the existing Separate School Act.

In the Separate School Bill, as introduced by Mr. Scott last year, there were provisions which extended the principle of Separate Schools, and which were inconsistent with the rights of other parties, and even subversive of our Common School system. That bill was publicly opposed by the Chief Superintendent of Education; was purged of most of its objectionable provisions, by a Special Committee of the Legislative Assembly; and was afterwards still further amended at the instance of the Chief Superintendent, by the omission of some clauses, the emendation of others, and the introduction of the 26th Section of the Bill as it now stands.

Mr. Scott introduced this year, not his original bill, but the bill as amended,—first by the Special Committee of the House, and afterwards by the Chief Superintendent—in which amended form it had been formally accepted by the authorities of the Roman Catholic Church.

It is submitted to the judgment of any candid man—whatever may be his views on the abstract question of Separate Schools—whether the Public School system has not gained vastly from the new provisions contained in the *thirteenth*, *twenty-third* and *twenty-sixth* sections of the bill; while it loses nothing by the cautious and just amendments contained in some of the other sections. If you omit from this bill all that is contained in the Separate School Act (which every one now knows has been harmless to the Public School system), very few provisions will remain which are not favorable, rather than detrimental, to our Common School system. Had there not been a desire to have all the provisions respecting Roman Catholic Separate Schools embodied in one Act, one single clause, declaring that all the provisions of the Common School Act respecting the election of Trustees, their term of office, the union of School sections, constitution of Boards of Trustees in cities and towns, shall apply to the trustees and supporters of Separate Schools, would have substantially embraced more in behalf of Separate Schools than is provided for in the Bill in its present form, while it would have been deprived of the salutary provisions contained in the 13th, 23rd, and 26th sections. The form of amending the Separate School Act simply, instead of re-enacting it with corrections of its defects, would have been less liable to misapprehension and misrepresentation, though not more beneficial to the Public School system. Separate Schools have hitherto proved one of the safety valves for diverting and paralyzing opposition to our Public School system, and have thus operated favorably to its establishment and extension, while, of late, they have declined both in number of schools and in attendance of pupils.

The number of *Separate Schools* reported in 1862 was 109, the same as the preceding year. The number of pupils reported was 14,700—increase 1,069. The amount apportioned and paid from the Legislative School Grant for Teachers' salaries, \$7,836—increase \$287. The amount derived from local rates was \$12,931—increase \$581. The amount derived from subscriptions, fees, &c., was \$10,563 increase \$340. The total amount received from local sources, \$23,494—increase \$241. The amount apportioned and paid from the Legislative School Grant to *Public Common Schools* was \$151,284—increase, \$1852. The amount provided by Municipal assessment was 274,471. The amount provided by Trustees by rates and fees was \$694,118; total from these local resources of assessments, rates and fees, \$978,589—increase \$30,334. The whole number of Schools reported was 3,995—increase, 85. The whole number of pupils reported as attending these schools was 329,033—increase, 12,746.

From these returns, it will be seen how groundless and absurd have been all the predictions and declarations in past years, that Separate Schools were impeding and subverting the Common School system. It will be seen, after the operation of twenty-two years, how insignificant is the number of Separate Schools and their attendance, compared with those of the Public Common Schools; how insignificant is the sum paid to Separate Schools

compared to that paid to the Public Common Schools; and how small in comparison of what the Roman Catholic body must pay in school assessment and to the public revenue.

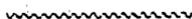
Protestants in Upper Canada can surely afford to be as liberal as are Roman Catholics in Lower Canada. The Hon. Mr. Dorion, M. P., lately mentioned to me a circumstance not without moral significance; and I am sure he will not object to my using his name and authority in this connection. Expressing his surprise at the hostility evinced in Upper Canada against Roman Catholic Separate Schools, he said that no such feeling existed amongst his co-religionists and fellow-countrymen in Lower Canada against Protestant Separate Schools; that, although as a general rule, Protestants were more wealthy than Roman Catholics in the country, and more able to support their schools, yet he knew an instance in which the Protestants in a school municipality were few and poor, and his own Roman Catholic countrymen subscribed to assist them both to build their school-house and support their school.

I believe the spirit of intolerance is confined to a comparatively small portion of the Protestants of Upper Canada. The fact that no less than 322 Roman Catholic teachers are employed in our Common Schools, argues a general absence of intolerance or exclusiveness among our Protestant population.

I can appeal to the past—to my procedure in regard to the first ultra School Bill introduced by Mr. Scott, and in regard to more ultra doings of previous years,—that I am second to none in promptness and determination, to resist Romish aggression in any form or aspect; but when Roman Catholics, desiring Separate Schools, limit their application to what the Legislature has recognized in past years as their legal rights (for the present Separate School Bill is not, in my opinion, as advantageous to Separate Schools as were the provisions of the Common School law before 1855,) I think that the tolerant principles of Protestantism itself, the peace and best interests of the country, the stability and progress of the Common School system,—all demand a just and generous treatment of Roman Catholics, in regard to privileges which they have long enjoyed, which it is not pretended they are abusing,—though not one-fourth of them care to avail themselves of those privileges,—yet privileges which they all appreciate as a protection against local insult and oppression, and which they freely and ungrudgingly grant to the Protestants of Lower Canada.

E. RYERSON.

Department of Public Instruction, U. C.,  
Toronto, April 6th, 1863.



# RETURN

To an Address of the Honorable the Legislative Assembly, dated 13th April, 1863, for copy of Commission appointing Commissioners to inquire into charges against A. M. Delisle and W. H. Bréhaut, and papers connected therewith.

By Command.

J. O. BUREAU,  
Secretary.

Secretary's Office,

Quebec, 28th April, 1863.

OGDENSBURGH, STATE OF NEW YORK, U.S.,  
19th December, 1862.

*To His Excellency the Right Honorable Lord MONCK, Governor General of Canada, &c., &c.*

The complaint of Charles M. Delisle, of the City of Montreal, and now residing in the United States,

RESPECTFULLY SHEWETH:

That your complainant was for many years employed as chief clerk to the Police Magistrate in Montreal. That during the whole of the time that he was so employed, he always enjoyed the esteem and confidence of his superiors and the public generally. That he always discharged his duties to the entire satisfaction of the Government and every one else. That up to the 7th December, 1861, his conduct and character were always irreproachable; that having committed an offence against the laws of the country, he was forced to become a *refugee* in the States.

That on the evening of the 10th of December, 1861, Charles Edward Schiller, Deputy Clerk of the Peace for the District of Montreal, came to see complainant at Rouse's Point, and stated to him (complainant) that he (Schiller) had been sent to see him (complainant), and to tell him (complainant) that Alexander Maurice Delisle, Esquire, had undertaken and promised to arrange and settle his affairs, so that I might go home and return to my family, and that in order to accomplish that arrangement, it was necessary that complainant should sign a Power of Attorney, authorizing him (the said A. M. Delisle) to draw my salary from the Government, through the hands of C. J. Coursol, Esquire, for the time and space of five consecutive years, so as to guarantee him (A. M. Delisle) of his disbursements.

That, moreover, the said complainant would have to deliver up all the money he (complainant) had—said Schiller promising that the said money would be applied to the settlement of complainant's affairs. That complainant then signed the said Power of Attorney, in favor of A. M. Delisle, which Power of Attorney was in the hand-writing of W. H. Bréhaut, Esquire.

Complainant further states, that he gave and delivered up to the said Schiller, the said Power of Attorney, together with the sum of \$500, to be applied as promised by him. That on the following morning, said Schiller left complainant with the express understanding and promise on his part, that the moment he would reach Montreal, his (complainant's) affairs would be settled and paid by him (Schiller) and the said A. M. Delisle, and that then he (complainant) would be able to return to his home. That, notwithstanding that complainant conformed himself to all the propositions and conditions of the said Schiller and A. M. Delisle, they have not settled his affairs, but they have left him in the States, and refuse in any way to account for the \$500 which they got from complainant.

That complainant having for many years had occasion to see what was going on in the Department of the Clerk of the Peace in Montreal, he is in a position to prove by documentary evidence and verbal testimony, that those public officers (very lately too) have by means of false returns, false name and signature, and false pretences, fraudulently obtained a considerable amount of money from the Government. That moreover, one of them has embezzled some of the Government monies. That large frauds have been carried on by them in the way of *postage*. That some of the Government stationery in their office has been sold to a second party. That some *unclaimed stolen goods* have been taken, carried away, and unlawfully appropriated to the use of one of those officers (the Deputy).

That a quantity of stationery, belonging to the Government, such as blank books, paper, ink, &c., were used for the schooling and education of children.

That they speculated on Government monies, by drawing a sum of £125 a year allowed for a clerk, and paying that clerk only £60 a year, and pocketing the balance.

That C. E. Schiller, in his capacity of superintendent of Crown Witnesses, has, for many years past, falsely and fraudulently obtained large sums of money from the Government, by overcharging the actual costs of the services of subpœnas.

That the said Schiller, every time that he swore to the correctness of his accounts, committed perjury. That the said Schiller has, at the very least, defrauded Government of £125 to £150 a year, for many years past. That complainant can prove many other facts of fraud against that Department, which he will be ready to do at any time Your Excellency may see fit to call upon him to do so. That complainant would most respectfully pray that a Commission may be appointed to enquire into these complaints, and that justice may be done.

(Signed,)

CHAS. M. DELISLE.

True Copy.

P. R. LAFRENAYE, }  
M. DOHERTY, } Commissioners.

A. M. Delisle, Esq., &c., &c., }  
Montreal. }  
W. H. Bréhaut, Esq., }  
Joint Clerk of the Peace, }  
Montreal. }

SECRETARY'S OFFICE,

QUEBEC, 27th January, 1863.

SIR,—I have the honor to enclose to you herewith, a copy of a letter from Charles M. Delisle, Esq., preferring complaints against you, and to request that you will be pleased to make such remarks thereon as you may be prepared to offer for the information of His Excellency the Governor General.

An early reply will oblige.

I have, &amp;c.,

(Signed,)

E. PARENT.

True Copy.

P. R. LAFRENAYE, }  
M. DOHERTY, } Commissioners.

PEACE OFFICE,  
MONTREAL, 29th January, 1863.

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th instant, enclosing copy of C. M. Delisle's communication, preferring charges against me and others connected with the Department of the Peace Office, and requesting me to make such remarks thereon as I may be prepared to offer, for the information of His Excellency the Governor General.

In compliance therewith, I have to state that in so far as this communication professes to disclose what the writer says he knows to have taken place in the Peace Office, that the charges are entirely without foundation; some of them are of a private character, and cannot in any way apply to me. Those that are of a general character, and concern my Department, admit merely of a general denial; but in so far as they are detailed, and have reference to the Department under my charge, I would, in support of the general denial, refer to the books and statements forwarded by me this day to the Honorable the Attorney General and the Honorable the Solicitor General, shewing what monies were received in the Office, and the disposal made of them.

As to the charges of using Government stationery for the schooling of children, I declare it to be utterly untrue; and to the accusation of having speculated upon the salary of a clerk, I am prepared, if necessary, to produce vouchers and receipts, shewing the payment in full of all salaries to clerks.

The only portion of C. M. Delisle's communication referring especially to me, namely, the writing of a Power of Attorney, which he says he signed, requires that I should state, that after he had absconded on the 7th day of December, 1861, his brother, Mr. Alexander M. Delisle, then my associate in office, requested me to have the kindness to write a Power of Attorney for him, giving as a reason that he was unable to do so himself at the time, being so distressed and grieved at his brother's oft-repeated forgeries, theft, and otherwise most disgraceful conduct; and adding, that for the sake of the family, he was desirous, if possible, of extricating him from the difficulties he had placed himself in.

This I did to oblige my associate in office, as I would have done for any other friend; but I can scarcely be made responsible for the use made of this document, over which I have no control, and in which I was in no way concerned.

Should any further explanations from me be deemed necessary, in relation to any particular point, I shall be most happy to furnish them.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed,) W. H. BRÉHAUT,  
Joint Clerk of the Peace.

Etienne Parent, Esq.,  
Ass't. Secretary, Quebec.

(True Copy) P. R. LAFRENAYE, }  
M. DOHERTY, } Commissioners.

MONTREAL, FEBRUARY 2nd, 1863.

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th ultimo enclosing copy of a complaint made by Mr. Charles Delisle against the Clerks of the Peace at Montreal, charging them with the perpetration of frauds against the Government, and requesting them to offer such remarks thereon as they may be prepared to make.

I have for some time past ceased to belong to the office in question; but on my own behalf, and as regards the office of the Clerk of the Peace, while I was at the head of it, I can only remark upon these charges, that they are utterly devoid of any foundation in truth. It may be proper to add that Mr. Charles Delisle, I regret much to say, is a fugitive from justice, an absconding felon, whose statements are utterly undeserving of any consideration; but should the Government attach any importance to them, and desire to investigate the

charges preferred, I shall at any time be prepared to submit to, and to facilitate the most thorough and searching enquiry.

I have the honor to remain, Sir,  
Your most obedient servant,  
(Signed,) A. M. DELISLE.

Etienne Parent, Esq.,  
Assistant Secretary, Quebec.  
[True copy.]

P. R. LAFREYAYE, }  
M. DOHERTY, } Commissioners.

PROVINCE }  
of } [L. S.]  
Canada. }

*By His Excellency the Right Honorable CHARLES STANLEY, Viscount MONCK, Baron MONCK, of Ballytrammon, in the County of Wexford, Governor General of British North America, and Captain General and Governor in Chief in and over Our Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.*

To all to whom these presents shall come, or whom the same may concern—GREETING :

**W**HEREAS certain charges of malversation of office have been made against the late joint Clerk of the Peace, and Clerk of the Crown at Montreal, Messieurs Delisle and Bréhaut, and their Deputy also, Charles Schiller; and whereas it has been deemed advisable that the charges so made should be thoroughly investigated, and that a full enquiry should be made into the organization of those offices.

NOW KNOW YE, that under and pursuant to the provisions of the Thirteenth Chapter of the Consolidated Statutes of Canada, intituled: "An Act respecting Inquiries concerning Public Matters and Official Notices," the authority in me thereby vested, and by and with the advice and consent of Her Majesty's Executive Council for the said Province, I have Nominated, Constituted and Appointed, and by these presents do Nominate, Constitute and Appoint, Pierre Richard Lafrenaye, and Marcus Doherty, of the city of Montreal, in the District of Montreal, Esquires, to be Commissioners to investigate the charges so brought against the above officers, and to enquire into the organization of those offices.

And I do hereby authorize and empower them, the said Pierre Richard Lafrenaye and Marcus Doherty, as such Commissioners, to summon before them any party or witnesses, and to require them to give evidence on oath, orally or in writing, (or on solemn affirmation, if such parties be entitled to affirm in civil matters,) and to produce such documents and things as they, the said Pierre Richard Lafrenaye, and Marcus Doherty, may deem requisite to the full investigation of the matters and things aforesaid.

To have and to hold the said office of Commissioners for the purposes aforesaid, unto them the said Pierre Richard Lafrenaye and Marcus Doherty, during pleasure; and I do hereby require that the said Commissioners do report the result of the above-mentioned investigation with all convenient speed, to the Governor of the said Province for the time being.

GIVEN under my Hand and Seal at Arms, at Quebec, in the said Province, this Eighteenth day of February, in the year of Our Lord one thousand eight hundred and sixty-three, and in the Twenty-sixth year of Her Majesty's Reign.

(Signed,) By Command.  
E. PARENT,  
Assistant Secretary.

(Signed,) MONCK.

[Translation.]

## PROVINCIAL SECRETARY'S OFFICE,

QUEBEC, 25th Feb., 1863.

GENTLEMEN,—I have the honor to transmit the enclosed commission authorizing you to investigate the charges of malversation brought against the late Clerk of the Peace, and Clerk of the Crown and their Deputy, at Montreal; and I am to request, on the part of His Excellency the Governor General, that you will use all possible despatch in conducting the inquiry.

I enclose, at the same time, the papers in the possession of the Government, in relation to this matter, which you will have the goodness to return with your Report.

I have the honor to be, &c.,

(Signed,)

E. PARENT.

P. R. Lafrenaye, and  
 Marcus Doherty, Esquires,  
 Advocates, Montreal.

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 MONTREAL, 4th MARCH, 1863.

Honorable L. V. Sicotte,  
 Attorney General, C.E.

SIR,—We have the honor to acknowledge receipt of the Commission appointing us to investigate certain charges of malversation of office, recently made against the late Joint Clerk of the Peace and Clerk of the Crown, and their Deputy, at Montreal, together with several documents relating thereto.

In the absence of any directions in that behalf, we beg to inquire whether we are authorized to employ the services of a clerk in the discharge of our duty under said commission, and if so, what remuneration, per diem or otherwise, we are authorized to offer such clerk?

May we also inquire, whether it is intended that the proceedings before the commission shall be formally directed by counsel on behalf of the Government?

We have the honor to remain, Sir,

Your humble servants,

(Signed,)

P. R. LAFRENYE,  
 M. DOHERTY.

} Commissioners.

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 SECRETARY'S OFFICE,

QUEBEC, 6th March, 1863.

GENTLEMEN,—In reply to your letter of the 4th instant, to the Hon. M. Sicotte, Attorney General, C. E., transferred to this department, I have the honor, by command of His Excellency the Governor General, to state that you may employ a clerk, if you think that without such assistance you cannot proceed to the proper discharge of your duties. The remuneration of such a clerk ought not to be more than \$2 (two dollars) *per diem*, as such remuneration appears fully ample.

Should you, after having entered upon the discharge of your duties, be of opinion that the interest of the public requires that the proceedings before you should be formally directed by counsel, on behalf of the Government, such a demand, when made, will then be examined, together with the grounds stated by you.

I have, &c.,  
 (Signed,)

E. PARENT.

Messrs. P. R. Lafrenaye, and  
 M. Doherty, &c., &c.,  
 Commissioners, Montreal.

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# RETURN

To an Address of the Honorable the Legislative Assembly, dated 13th April, 1863, for information respecting Collocations and Ratifications, &c., in Districts of Quebec and Montreal.

By Command.

J. O. BUREAU,

Secretary.

SECRETARY'S OFFICE,

28th April, 1863.

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# RÉPONSE

A une Adresse de l'Honorable Assemblée Législative, en date du 13 avril 1863, demandant certains renseignements sur les collocations et ratifications, etc., dans les districts de Québec et de Montréal.

Par ordre.

J. O. BUREAU,

Secrétaire.

SECRETARIAT,

Le 28 avril 1863.

CERTIFICATES OF REGISTRARS filed in 1861, in cases other than those for Ratification of Title.

CERTIFICATS DE REGISTRATEURS produits en 1861, dans les causes autres que celles pour ratification de titre.

| No. of Cause.  | NAMES OF PARTIES.              |                                        |    |    |     |
|----------------|--------------------------------|----------------------------------------|----|----|-----|
| No. des causes | NOMS DES PARTIES.              |                                        |    |    |     |
|                |                                |                                        | £  | s. | d.  |
| 19             | Dion .....                     | Corrigan.....                          | 4  | 7  | 6   |
| 20             | Wall .....                     | Murphy.....                            | 3  | 12 | 0   |
| 25             | Langlois.....                  | Langlois.....                          | 3  | 4  | 0   |
| 54             | City Building Society.....     | Atkins.....                            | 4  | 16 | 9   |
| 55             | Thibaudeau.....                | Esnouf.....                            | 1  | 4  | 6   |
| 64             | Langlois.....                  | Price.....                             | 3  | 4  | 0   |
| 72             | City Building Society.....     | Drolet.....                            | 1  | 3  | 3   |
| 93             | Langlois.....                  | Denis.....                             | 3  | 19 | 0   |
| 97             | Routier.....                   | Fraser.....                            | 0  | 18 | 0   |
| 101            | Plante.....                    | Demers.....                            | 2  | 4  | 6   |
| 115            | Hall.....                      | Wurtele.....                           | 1  | 2  | 9   |
| 122            | Larue.....                     | Cullen.....                            | 1  | 10 | 0   |
| 123            | Pelletier.....                 | Garent.....                            | 0  | 10 | 6   |
| 124            | Stuart.....                    | Lee.....                               | 1  | 18 | 6   |
| 163            | Thompson.....                  | Fortin.....                            | 1  | 2  | 6   |
| 178            | Bergeron.....                  | Breton.....                            | 0  | 16 | 6   |
| 324            | Frenette.....                  | Viger.....                             | 0  | 4  | 6   |
| 373            | Lenfesty.....                  | Leblanc, (no charge, Bellechasse)..... |    |    |     |
| 391            | Boivin.....                    | Beaubien.....                          | 1  | 5  | 0   |
| 395            | Hop. Genl.....                 | Valin.....                             | 2  | 2  | 0   |
| 428            | Supple.....                    | Forrest.....                           | 5  | 12 | 9   |
| 428            | do.....                        | Do (amended, no charge.).....          |    |    |     |
| 431            | Boivin.....                    | Compeau.....                           | 3  | 14 | 3   |
| 449            | Breton.....                    | Lessard.....                           | 1  | 4  | 6   |
| 452            | Lortie.....                    | Bourré.....                            | 3  | 13 | 3   |
| 456            | Grenier.....                   | O'Sullivan.....                        | 1  | 0  | 0   |
| 471            | Girard.....                    | Stuart.....                            | 0  | 4  | 6   |
| 488            | Plamondon.....                 | Sauvageau.....                         | 8  | 2  | 7   |
| 492            | Rodier.....                    | Bernard.....                           | 1  | 6  | 6   |
| 535            | Bank of Montreal.....          | Tremain.....                           | 5  | 10 | 0   |
| 581            | Routier.....                   | Langlois.....                          | 2  | 1  | 3   |
| 585            | Loury.....                     | McCrea, (no charge).....               |    |    |     |
| 585            | do.....                        | Do.....                                | 4  | 2  | 0   |
| 627            | Gagné.....                     | Richard.....                           | 1  | 12 | 3   |
| 631            | People's Building Society..... | Page.....                              | 2  | 10 | 0   |
| 651            | Chabot.....                    | Garent.....                            | 2  | 5  | 0   |
| 671            | Larivière.....                 | Boivin.....                            | 1  | 18 | 9   |
| 675            | Langlois.....                  | Cimon.....                             | 0  | 9  | 7½  |
| 696            | Blake.....                     | Panet.....                             | 8  | 7  | 6   |
| 704            | Duchesnay.....                 | Maher.....                             | 6  | 5  | 7   |
| 756            | Marois.....                    | Berurier.....                          | 15 | 8  | 2   |
| 765            | Girouard.....                  | Roy.....                               | 2  | 12 | 6   |
| 796            | Brown.....                     | Tremain.....                           | 5  | 12 | 0   |
| 802            | Tessier.....                   | Boivin.....                            | 2  | 16 | 0   |
| 804            | Lemoine.....                   | Martineau.....                         | 3  | 2  | 0   |
| 830            | Suzor.....                     | Corbin.....                            | 1  | 5  | 0   |
| 840            | Ross.....                      | Bignell.....                           | 6  | 15 | 0   |
| 840            | do.....                        | Do.....                                | 3  | 10 | 0   |
| 876            | Little.....                    | Talbot.....                            | 3  | 5  | 9   |
| 943            | U. Building Society.....       | Angers.....                            | 2  | 8  | 9   |
| 992            | Deblois.....                   | Leclerc.....                           | 2  | 13 | 0   |
| 996            | Lloyd.....                     | Delamarre.....                         | 4  | 1  | 6   |
| 1029           | Adams.....                     | Buckley.....                           | 4  | 0  | 0   |
| 1081           | Girard.....                    | Ficury.....                            | 0  | 6  | 10½ |
| 1086           | Regina.....                    | Lee.....                               | 3  | 0  | 6   |
| 1097           | Rooke.....                     | Dawson.....                            | 0  | 18 | 0   |
| 1097           | Quebec Building Society.....   | Atkins.....                            | 1  | 12 | 9   |
| 1102           | Gaulin.....                    | Vallières.....                         | 1  | 7  | 9   |
| 1107           | Hunt.....                      | Cannon.....                            | 3  | 0  | 0   |
| 1108           | Fiset.....                     | Lapointe.....                          | 4  | 14 | 7½  |
| 1113           | Evans.....                     | Nesbitt.....                           | 4  | 4  | 9   |
| 1184           | Paradis.....                   | Levesque.....                          | 1  | 15 | 6   |

CERTIFICATES OF REGISTRARS filed in 1861, in cases other than those for Ratification of Title.

CERTIFICATS DES REGISTRATERUS produits en 1861, dans les causes autres que celles pour ratification de titre.

| No. of Cause.  | NAMES OF PARTIES.             |                | —           |    |    |
|----------------|-------------------------------|----------------|-------------|----|----|
| No. des causes | NOMS DES PARTIES.             |                | —           |    |    |
| 1210           | McBlain .....                 | Hall .....     | £           | s. | d. |
| 1210           | do .....                      | do .....       | 1           | 8  | 9  |
| 1227           | Carbonneau .....              | Bégin .....    | 5           | 18 | 9  |
| 1240           | Chabot .....                  | Barras .....   | 3           | 0  | 0  |
| 1255           | Huot .....                    | Lavoie .....   | 0           | 12 | 3  |
| 1311           | City Building Society .....   | Blondeau ..... | 0           | 10 | 6  |
| 1311           | do .....                      | do .....       | 0           | 16 | 0  |
| 1322           | Belleau .....                 | Boucher .....  | 7           | 5  | 6  |
| 1327           | Frémont .....                 | Octeau .....   | 1           | 5  | 6  |
| 1327           | do .....                      | do .....       | 1           | 12 | 0  |
| 1486           | Hamelin .....                 | Delisle .....  | 1           | 16 | 9  |
| 1487           | Frémont .....                 | Bilodeau ..... | 5           | 0  | 6  |
| 1490           | Hop. Genl .....               | Jobin .....    | 0           | 14 | 0  |
| 1517           | Hewitt .....                  | Lenfesty ..... | 1           | 0  | 6  |
| 1769           | Morgan .....                  | Bailey .....   | 1           | 1  | 6  |
| 1808           | Noad .....                    | Bouchard ..... | 1           | 8  | 0  |
| 1852           | Quebec Building Society ..... | Smith .....    | 3           | 11 | 0  |
| 1925           | do .....                      | Jones .....    | 4           | 13 | 9  |
| 1935           | Ninteau .....                 | Tremain .....  | 3           | 15 | 9  |
| 2036           | Roy .....                     | Piton .....    | 2           | 10 | 0  |
| 2073           | Langlois .....                | Walton .....   | 2           | 0  | 9  |
|                |                               |                | 1           | 14 | 0  |
|                |                               |                | £ 229 16 84 |    |    |

FISSET & BURROUGHS,  
P. S. C.

PROTHONOTARY'S OFFICE,  
Quebec, 24th April, 1863.

CERTIFICATES filed in 1861, in cases of Ratification of Title.

CERTIFICATS produits en 1861, dans les causes de ratification de titre.

| No. of Cause.  | NAMES OF PARTIES. |                      | —       |    |    |
|----------------|-------------------|----------------------|---------|----|----|
| No. des causes | NOMS DES PARTIES. |                      | —       |    |    |
| 187            | Exparts .....     | Henry .....          | £       | s. | d. |
| 234            | do .....          | Cloutier .....       | 2       | 0  | 0  |
| 1058           | do .....          | Quebec Bank .....    | 10      | 4  | 6  |
| 1266           | do .....          | Bowen .....          | 2       | 1  | 0  |
| 2005           | do .....          | Cannolly .....       | 5       | 7  | 6  |
| 2005           | do .....          | do (no charge) ..... | 5       | 7  | 6  |
| 2009           | do .....          | Gibb .....           | 3       | 0  | 0  |
|                |                   |                      | £28 0 6 |    |    |

FISSET & BURROUGHS,  
P. S. C.

PROTHONOTARY'S OFFICE,  
Quebec, 24th April, 1863.

CERTIFICATES OF REGISTRAR, FILED IN  
CERTIFICATS DU REGISTRATEUR PRODUITS

| Date of filing of Certificate.<br>(Date du dépôt du certificat.) | No. of Cause.<br>(No. de la cause.) | NAMES OF PARTIES.<br>(NOMS DES PARTIES.) |            | Costs of Certificate.<br>Coût du Certificat. | No. of Hyp. in Certificate.<br>(No. d'Hyp. dans le certificat.) | Collocations and Claims |                                           |
|------------------------------------------------------------------|-------------------------------------|------------------------------------------|------------|----------------------------------------------|-----------------------------------------------------------------|-------------------------|-------------------------------------------|
|                                                                  |                                     |                                          |            |                                              |                                                                 | Allowed.<br>Accordées.  | Disallowed.<br>(Refusées.)                |
|                                                                  |                                     |                                          |            | £ s. d.                                      |                                                                 | \$ cts.                 | \$ cts.                                   |
| 5 Nov.....                                                       | 2                                   | Flanagan                                 | Carrier    |                                              |                                                                 |                         |                                           |
| 13 Aug.....                                                      | 5                                   | Lemieux                                  | Begin      | 3 1 5                                        | 10                                                              |                         |                                           |
| 25 Nov.....                                                      | 15                                  | Bank of U. C.                            | Masse      | 2 9 3                                        | 11                                                              | 228 33                  |                                           |
| 6 Nov.....                                                       | 21                                  | Mairs                                    | Leaby      | 1 16 6                                       | 5                                                               |                         |                                           |
| 28 Ma.....                                                       | 26                                  | Belanger                                 | Couture    | 4 6 6                                        | 17                                                              |                         |                                           |
| 23 Oct.....                                                      |                                     | do                                       | do         | 3 3 3                                        | 16                                                              |                         |                                           |
| 31 Jul.....                                                      | 42                                  | Geddes                                   | Bolduc     | 1 9 0                                        | 2                                                               |                         |                                           |
| 55 At.....                                                       | 52                                  | Lovasseur                                | Hamel      | 0 13 6                                       | 5                                                               | 18 64                   |                                           |
| 4 Jn.....                                                        | 53                                  | Landry                                   | Marois     | 3 12 6                                       | 11                                                              |                         |                                           |
| 17 Feb.....                                                      | 78                                  | Boudreault                               | Tremblay   | 0 15 0                                       | 5                                                               |                         |                                           |
| 24 Jan.....                                                      | 94                                  | Lapointe                                 | L'Heureux  | 6 6 9                                        | 11                                                              |                         |                                           |
| 2 Sept.....                                                      | 101                                 | Plante                                   | Demers     | 3 6 6                                        | 11                                                              | 20 85                   |                                           |
| 1 Dec.....                                                       | 133                                 | Savard                                   | Beaupré    | 2 8 0                                        | 9                                                               | 259 88                  |                                           |
|                                                                  |                                     |                                          |            |                                              |                                                                 | 318 19                  | reserved and still<br>réservées et encore |
| 7 Oct.....                                                       | 146                                 | Tessier                                  | Brennan    | 1 3 0                                        | 0                                                               |                         |                                           |
| 11 Nov.....                                                      | 150                                 | Sleeper                                  | Whackleman | 2 0 0                                        |                                                                 |                         |                                           |
| 14 Feb.....                                                      | 155                                 | Metivier                                 | Girardin   | 3 9 3                                        | 9                                                               |                         |                                           |
| 28 Jn.....                                                       | 157                                 | Routier                                  | Ciguère    | 4 3 6                                        | 8                                                               |                         |                                           |
| 3 Jan.....                                                       | 187                                 | Belleau                                  | Budard     | 9 14 2                                       | 7                                                               |                         |                                           |
| 1 Dec.....                                                       | 192                                 | Hamel                                    | Nadeau     | 1 5 6                                        | 2                                                               | 8 28                    |                                           |
| 5 Dec.....                                                       | 193                                 | Lachevrotière                            | Hébert     | 3 1 0                                        | 6                                                               |                         |                                           |
| 6 Sept.....                                                      | 197                                 | Chartré                                  | Seguin     | 1 19 3                                       | 7                                                               |                         |                                           |
| 5 Jn.....                                                        | 202                                 | Robertson                                | Godbout    | 0 12 6                                       | 2                                                               |                         |                                           |
| 14 Al.....                                                       | 208                                 | Gincheureau                              | Bernier    | 2 9 0                                        | 13                                                              |                         | 100 00                                    |
| 2 Jul.....                                                       |                                     | do                                       | do         | 3 15 9                                       | 13                                                              |                         |                                           |
| 16 Dec.....                                                      | 220                                 | Goulding                                 | Stapleton  | 0 13 0                                       | 1                                                               |                         |                                           |
| 19 Nov.....                                                      | 231                                 | Duchesnay                                | Conway     | 2 6 9                                        | 1                                                               |                         |                                           |

\*Contestations to Claims resulting from Certificates of Registrars are generally, in District of Quebec, *Ex parte* proceedings directed against the Certificates themselves. In 9 or 10 cases, the filing of a Report has been delayed until such Contestations had been disposed of, but in cases where a Report has been filed, the maintaining of the Contestations of the Certificate has generally necessitated a new Report.

†Since 25 Vic., Cap. 11, (9th June, 1862,) as a general rule no costs are granted on Contestations *Ex parte* of Registrar's Certificates; however, exceptions have been made in some of the cases herein specially mentioned, as cases wherein costs have been allowed to be taken *sur la masse*. Costs payable by parties to their Attorney, unknown.

SUPERIOR COURT, QUEBEC, IN 1862.  
A LA COUR SUPERIEURE, QUEBEC.

| in Certificates.<br>(portées aux certificats.) | No. of Contestations.<br>(No. de Contestations) |                                         | Costs of setting aside claims in Certificates.<br>(Frais du rejet des réclamations portées aux certificats;) | New Reports of Distribution caused by setting aside of Claims in Certificate.<br>(Nouveaux rapports de distribution, causés par le rejet des réclamations portées aux Certificats.) | No. of Oppositions filed.<br>(No. d'Oppositions produites.) | Costs of Opposition.<br>(Frais d'Opposition.) | Total Cost of Oppositions.<br>(Frais totaux des Oppositions.) |
|------------------------------------------------|-------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------|
|                                                | Renounced to.<br>(Abandonnées.)                 | Of Distribution.*<br>(De Distribution.) |                                                                                                              |                                                                                                                                                                                     |                                                             |                                               |                                                               |
|                                                | No. of persons Col'd.<br>No. de pers. collo'e.  |                                         | \$ cts.                                                                                                      |                                                                                                                                                                                     |                                                             | \$ cts.                                       | \$ cts.                                                       |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$11 73 \$15 93                               | 27 66                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 3                                                           | \$9 40 \$9 40 \$12 73                         | 31 53                                                         |
|                                                | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 5                                                           | \$9 40 \$10 73 \$15 83                        |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 5                                                           | \$12 73                                       | 58 09                                                         |
| 208 42                                         |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 5                                                           | \$9 40 \$9 40 \$9 40 \$13 33                  |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 12                                                          | \$15 93                                       | 57 46                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     |                                                             | \$9 40 \$15 83 \$15 83                        |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     |                                                             | \$14 83 x 8, \$12 73                          | 172 43                                                        |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$9 40 \$10 73                                | 20 13                                                         |
|                                                | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 4                                                           | \$9 40 \$9 40 \$10 33                         |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$9 40                                        | 38 53                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$9 40 \$12 73                                | 22 13                                                         |
|                                                | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 1                                                           | \$9 40                                        | 9 40                                                          |
|                                                | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 5                                                           | \$10 73 \$14 83 \$9 40                        |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     |                                                             | \$14 53 \$14 53                               | 64 02                                                         |
| pending<br>pendantes                           | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 8                                                           | \$14 93 \$56 40 \$12 73                       | 84 06                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$9 40 \$12 73                                | 22 13                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 1                                                           | \$12 73                                       | 12 73                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 7                                                           | \$9 40 \$14 93 \$9 40 x 4,                    |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     |                                                             | \$12 73                                       | 74 66                                                         |
|                                                | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$9 40 \$12 73                                | 22 53                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 2                                                           | \$9 40 \$9 00                                 | 18 40                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 1                                                           | \$12 73                                       | 12 73                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 3                                                           | \$10 73 \$10 73 \$10 73                       | 32 19                                                         |
| 880 00                                         | int. 7                                          | Feb. 1844.                              |                                                                                                              |                                                                                                                                                                                     | 3                                                           | \$12 73 \$14 73 \$9 40                        | 36 86                                                         |
| 1000 00                                        | "                                               | "                                       |                                                                                                              |                                                                                                                                                                                     |                                                             |                                               |                                                               |
| 200 00                                         | int. 10                                         | Aug. "                                  |                                                                                                              |                                                                                                                                                                                     |                                                             |                                               |                                                               |
|                                                | 1                                               |                                         |                                                                                                              |                                                                                                                                                                                     | 4                                                           | \$10 73 \$9 40 \$9 40                         |                                                               |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     |                                                             | \$12 73                                       | 42 26                                                         |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 1                                                           | \$9 40                                        | 9 40                                                          |
|                                                |                                                 |                                         |                                                                                                              |                                                                                                                                                                                     | 9                                                           | \$9 40 \$10 73 x 8                            | 95 24                                                         |

\*Les contestations des réclamations résultant des certificats de registrateurs sont généralement, dans le district de Québec, des procédures *ex parte* dirigées contre les certificats mêmes, dans 9 ou 10 causes, la production du rapport a été différée jusqu'à la décision du mérite de la contestation, mais dans les causes où le rapport avait été produit, le maintien de la contestation du certificat a généralement nécessité un nouveau rapport.

†Depuis la 25 Vic., ch. 11, (9 juin 1862,) règle générale, il n'est accordé aucuns frais sur contestations *ex parte* de certificats de registrateurs; cependant il a été fait quelques exceptions dans les cas mentionnés spécialement comme causes dans lesquelles les frais ont été accordés sur la masse. Les frais payables par les parties à leurs avocats ne sont pas connus.

CERTIFICATES OF REGISTRAR, FILED IN  
CERTIFICATS DU REGISTRATEUR PRODUITS

| Date of filing of Certificates.<br>(Date du dépôt du certificat.) | No. of Cause.<br>(No. de la cause.) | NAMES OF PARTIES.<br>(NOMS DES PARTIES.) |                  | Costs of Certificate.<br>(Coût du Certificat.) | No. of Hyp. in Certificate.<br>(No. d'Hyp. dans le Certificat.) | Collocations and Claims<br>(Collocations et réclamations) |                                  |
|-------------------------------------------------------------------|-------------------------------------|------------------------------------------|------------------|------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------|----------------------------------|
|                                                                   |                                     |                                          |                  |                                                |                                                                 | Allowed.<br>(Accordées.)                                  | Disallowed.<br>(Refusées.)       |
|                                                                   |                                     |                                          |                  | C. s. d.                                       |                                                                 | \$ cts.                                                   | \$ cts.                          |
| 17 Oct.....                                                       | 229                                 | Pelletier.....                           | Guilmet.....     | 1 11 6                                         | 4                                                               |                                                           |                                  |
| 16 Sept.....                                                      | 237                                 | Fortin.....                              | Plante.....      | 2 11 0                                         | 11                                                              |                                                           | 1,211 18                         |
| 6 Feb.....                                                        | 272                                 | Evans.....                               | Tremain.....     | 5 15 9                                         | 27                                                              |                                                           | 2,000 00<br>1,145 00             |
| 6 Oct.....                                                        | 298                                 | O'Reilly.....                            | O'Reilly.....    | 0 19 6                                         | 2                                                               |                                                           |                                  |
| 13 Dec.....                                                       | 336                                 | Hunt.....                                | Larivé.....      | 1 9 6                                          | 6                                                               | 429 85                                                    |                                  |
| 17 Oct.....                                                       | 339                                 | Doroussolle.....                         | Turgeon.....     | 1 16 0                                         | 6                                                               |                                                           |                                  |
| 18 Dec.....                                                       | 375                                 | Belleau.....                             | Degourdelle..... | 2 15 9                                         | 2                                                               |                                                           |                                  |
|                                                                   |                                     | do.....                                  | do.....          | 1 0 0                                          |                                                                 |                                                           |                                  |
| 19 Feb.....                                                       | 461                                 | Bonulac.....                             | Atkins.....      | 2 17 6                                         |                                                                 |                                                           | 193 29                           |
| 22 Al.....                                                        | 467                                 | Smith.....                               | Marcoux.....     | 1 14 9                                         | 11                                                              |                                                           |                                  |
| 9 Al.....                                                         | 484                                 | General Hospital.....                    | Lepine.....      | 1 0 6                                          | 0                                                               |                                                           |                                  |
| 6 Mar.....                                                        | 506                                 | Marois.....                              | Deroche.....     | 3 18 9                                         | 4                                                               |                                                           |                                  |
| 11 Mar.....                                                       | 524                                 | Regina.....                              | Porter.....      | 151 3 0                                        |                                                                 |                                                           |                                  |
| 6 Oct.....                                                        | 535                                 | Bank Montreal.....                       | Tremain.....     | 6 0 6                                          | 28                                                              | 827 46                                                    | 1,431 25                         |
|                                                                   |                                     |                                          |                  |                                                |                                                                 |                                                           | 2,000 00<br>1,983 97<br>1,600 00 |
| 7 Jan.....                                                        | 592                                 | Tremblay.....                            | Morin.....       | 0 6 6                                          | 0                                                               |                                                           |                                  |
| 7 Ma.....                                                         | 611                                 | Houde.....                               | Legendre.....    | 1 3 0                                          | 2                                                               |                                                           |                                  |
| 25 Jan.....                                                       | 665                                 | Regina.....                              | Cadore.....      | 0 5 0                                          | 0                                                               |                                                           |                                  |
| 30 At.....                                                        | 666                                 | Leclere.....                             | Plante.....      | 3 15 3                                         | 5                                                               |                                                           |                                  |
| 22 Dec.....                                                       | 669                                 | Faucher.....                             | Labbé.....       | 2 13 0                                         | 19                                                              |                                                           |                                  |
| 12 Mar.....                                                       | 684                                 | Sirois.....                              | Mailloux.....    | 2 0 6                                          | 7                                                               | 223 38                                                    |                                  |
|                                                                   |                                     |                                          |                  |                                                |                                                                 | 35 56                                                     |                                  |
| 10 Sept.....                                                      | 691                                 | Marion.....                              | Racogt.....      | 0 19 6                                         | 8                                                               |                                                           | 521 77                           |
| 12 Jul.....                                                       | 696                                 | Pelletier.....                           | Guay.....        | 2 19 6                                         | 10                                                              |                                                           |                                  |
| do.....                                                           | 669                                 | do.....                                  | do.....          | 1 8 6                                          | 4                                                               |                                                           |                                  |
| 7 Ma.....                                                         | 737                                 | Roussseau.....                           | Fréchette.....   | 0 17 6                                         | 2                                                               | 18 67                                                     |                                  |
| 27 Nov.....                                                       | 753                                 | Thébergo.....                            | Arcand.....      | 1 0 0                                          | 3                                                               |                                                           |                                  |
| 24 Nov.....                                                       | 807                                 | Leclere.....                             | Plante.....      | 3 6 9                                          | 23                                                              |                                                           | 100 00                           |
| 10 Feb.....                                                       | 810                                 | Jobin.....                               | Hamel.....       | 1 15 6                                         | 5                                                               |                                                           |                                  |
| 24 Jan.....                                                       | 870                                 | Gillespie.....                           | Michaud.....     | 2 3 6                                          | 10                                                              | 228 00<br>33 76<br>201 65<br>108 66                       |                                  |

SUPERIOR COURT, QUEBEC, IN 1862.  
A LA COUR SUPERIEURE, QUEBEC.

| in Certificates.<br>(portées aux certificats.) | No. of Contestations.<br>(No. de Contestations.) |                                                |                                        |                                       | Costs of setting aside claims in Certificates.<br>(Frais du rejet des réclamations portées aux certificats.) | New reports of Distribution caused by setting aside of Claims in Certificate.<br>(Nouveaux rapports de distribution causés par le rejet des réclamations portées aux certificats.) | No. of Oppositions filed.<br>(No. d'Oppositions produites.) | Costs of Opposition.<br>(Frais d'Opposition.) | Total Costs of oppositions.<br>(Frais totaux des oppositions.) |
|------------------------------------------------|--------------------------------------------------|------------------------------------------------|----------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------|
|                                                | Renounced to<br>(Abandonnées.)                   | No. of persons Col'd<br>(No. de pers. collo's) | Of Distribution.<br>(De distribution.) | Of Certificates.<br>(De certificats.) |                                                                                                              |                                                                                                                                                                                    |                                                             |                                               |                                                                |
| \$ cts.                                        |                                                  |                                                |                                        | \$ cts.                               | By whom paid.<br>(Par qui payés.)                                                                            |                                                                                                                                                                                    |                                                             | \$ cts.                                       |                                                                |
| int. 10 Feb. 1841.                             |                                                  |                                                | 1                                      | 33 90                                 | on the masse.<br>(sur le masse.)                                                                             | 2                                                                                                                                                                                  | \$14 03 \$14 03                                             | 29 86                                         |                                                                |
| do                                             |                                                  |                                                |                                        |                                       |                                                                                                              | 2                                                                                                                                                                                  | \$12 73 \$12 73 \$10 73                                     | 36 19                                         |                                                                |
| int. 4 Oct. 1820.                              |                                                  | 1                                              |                                        |                                       |                                                                                                              | 4                                                                                                                                                                                  | \$3 40 \$15 83 \$15 83                                      | 56 89                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  | \$15 83                                                     |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 2                                                                                                                                                                                  | \$9 40 \$9 33                                               | 18 73                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 1                                                                                                                                                                                  | \$10 73                                                     | 10 73                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 4                                                                                                                                                                                  | \$9 40 \$9 40 \$9 40 \$12 93                                | 41 13                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  |                                                | 1                                      |                                       |                                                                                                              | 6                                                                                                                                                                                  | \$9 40 \$4, \$14 83 \$14 83                                 | 67 26                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 3                                                                                                                                                                                  | \$9 40 \$10 73                                              | 29 53                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              | 9                                                                                                                                                                                  | \$9 40 \$10 73 \$9 00                                       |                                               |                                                                |
|                                                |                                                  |                                                | 1                                      |                                       |                                                                                                              |                                                                                                                                                                                    | \$15 83 \$9 40 \$15 93                                      |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              |                                                                                                                                                                                    | \$14 93 \$15 93 \$12 93                                     | 114 08                                        |                                                                |
| int. 8 Mar. 1841.                              |                                                  | 1                                              |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 2                                                                                                                                                                                  | \$12 73 \$14 73                                             | 27 46                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 1                                                                                                                                                                                  | \$15 83                                                     | 15 83                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 2                                                                                                                                                                                  | \$10 73 \$9 40                                              | 20 13                                         |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              | 1                                                                                                                                                                                  | \$9 40                                                      | 9 40                                          |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              | 2                                                                                                                                                                                  | \$12 73 \$14 73                                             | 27 46                                         |                                                                |
|                                                |                                                  |                                                | 1                                      |                                       |                                                                                                              | 7                                                                                                                                                                                  | \$9 40 \$12 73 \$9 40 \$15 83                               |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              |                                                                                                                                                                                    | \$10 73 \$14 83 \$12 73                                     | 85 65                                         |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 0                                                                                                                                                                                  |                                                             |                                               |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              | 2                                                                                                                                                                                  | \$9 90 \$10 73                                              | 20 63                                         |                                                                |
| int. 9 Mar. 1837.                              |                                                  | 1                                              |                                        |                                       |                                                                                                              | 9                                                                                                                                                                                  | \$9 40 \$10 73 \$4, \$14 93                                 |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              |                                                                                                                                                                                    | \$15 83 \$12 73 \$12 73                                     | 108 54                                        |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              | 5                                                                                                                                                                                  | \$9 40 \$9 40 \$12 73                                       |                                               |                                                                |
|                                                |                                                  |                                                |                                        |                                       |                                                                                                              |                                                                                                                                                                                    | \$15 83 \$9 40                                              | 56 76                                         |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              | 4                                                                                                                                                                                  | \$9 00 \$9 40 \$9 40 \$15 84                                | 43 64                                         |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              |                                                                                                                                                                                    |                                                             |                                               |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              |                                                                                                                                                                                    |                                                             |                                               |                                                                |
|                                                |                                                  | 1                                              |                                        |                                       |                                                                                                              |                                                                                                                                                                                    |                                                             |                                               |                                                                |







RECAPITU

Number of Certificates filed in 1862.....  
 (Nombre de Certificats produits en 1862)..... £448 8s. 0d.  
 Total Costs of Certificates ..... £448 8s. 0d.  
 (Frais totaux de Certificats).....  
 Number of Hypothecs contained in Certificates.....  
 (Nombre d'Hypothèques contenues dans les Certificats).....  
 Collocations and Claims in Certificates:  
 (Collocations et réclamations portées aux Certificats :)

|                                          | Coll'ns. | Claims.<br>Demandes. |
|------------------------------------------|----------|----------------------|
| Allowed .....<br>(Accordées).....        | 27       |                      |
| Disallowed .....<br>(Refusées).....      | 17       | 19                   |
| Renounced to .....<br>(Abandonnées)..... |          | 11                   |

Number of persons collocated or number of collocations.....  
 (Nombre de personnes colloquées, ou nombre de collocations).....  
 Number of Contestations of Distributions.....  
 (Nombre de Contestations de Distribution).....  
 do of Certificates.....  
 (do de Certificats).....  
 Costs of setting aside Claims in Certificates on 12 Contestations, allowed and paid sur la masse.....  
 (Frais du rejet des réclamations portées aux certificats sur 12 contestations, accordées et payées sur la masse)  
 New Reports of Distribution .....  
 (Nouveaux rapports de distribution).....  
 Number of Oppositions filed.....  
 (Nombre d'Oppositions produites).....  
 Total Costs of Oppositions .....  
 (Frais totaux des oppositions).....

Comparative Statement between

(Etat comparatif entre

|                                                                                                                       |      |
|-----------------------------------------------------------------------------------------------------------------------|------|
| Number of Certificates of Registrar filed in.....<br>(Nombre de certificats de régleur produits en).....              | 1861 |
| Costs of do .....<br>(Frais de do).....                                                                               |      |
| Number of do filed in .....<br>(Nombre de do produits en).....                                                        | 1862 |
| Costs of do .....<br>(Frais de do).....                                                                               |      |
| Contestations of Distribution in 1858 in 21 cases.....<br>(Contestations de distribution en 1858 dans 21 causes)..... | 23   |
| do 1859 10 do .....                                                                                                   | 18   |
| do 1860 14 do .....                                                                                                   | 21   |
| do 1861 11 do .....                                                                                                   | 11   |
| do 1862 8 do .....                                                                                                    | 10   |
|                                                                                                                       | 83   |

LATION.

| In cases other than Rat'n of Title.<br>(Dans les causes autres que pour Ratification de Titre.) |           | In cases of Ratification of Title.<br>(Dans les causes de Ratification de Titre.) |            |
|-------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------|------------|
|                                                                                                 | \$ cts.   |                                                                                   | \$ cts.    |
| 105                                                                                             |           | 8                                                                                 |            |
|                                                                                                 | 1,793 60  |                                                                                   | 108 39     |
| 836                                                                                             |           | 78                                                                                |            |
|                                                                                                 |           |                                                                                   |            |
|                                                                                                 | 46,600 07 | 1                                                                                 | 406 00     |
|                                                                                                 | 46,593 19 | 27                                                                                | 279,078 70 |
|                                                                                                 | 9,759 43  |                                                                                   | 2,006 32   |
| 38                                                                                              |           | 1                                                                                 |            |
| 23                                                                                              |           | 4                                                                                 |            |
|                                                                                                 | 377 50    |                                                                                   |            |
| 8                                                                                               |           | 1                                                                                 |            |
| 306                                                                                             |           | 9                                                                                 |            |
|                                                                                                 | 3,619 13  |                                                                                   | 103 32     |

the years 1861 and 1862.

(les années 1861 et 1862.)

|     |          |   |        |
|-----|----------|---|--------|
| 80  |          | 6 |        |
|     | 919 33   |   | 112 10 |
| 105 |          | 8 |        |
|     | 1,793 60 |   | 108 39 |

No. 1.—STATEMENT of Collocations made without Opposition or demandes.

(No. 1.—TABLEAU des collocations qui ont été faites sans oppositions ni demandes.)

| Total amount of Collocations made without Opposition or demandes on the part of the persons collocated, in 1862, in conformity with the Certificates of the Registrars.<br><br>(Montant total des collocations qui ont été faites sans oppositions ni demandes par les personnes colloquées, en 1862, conformément aux certificats des registrateurs.) | Number of persons so Collocated.<br><br>(Nombre des personnes ainsi colloquées.) | Total amount of the sums to which the said persons so collocated have renounced, or to which the Court has decided that the said persons were not entitled.<br><br>(Montant total des sommes auxquelles ces personnes ainsi colloquées ont renoncé ou auxquelles la Cour a décidé que les personnes n'avaient pas droit.) | Number of persons who so renounced, or who by the decision of the Court, were not entitled to be collocated.<br><br>(Nombre des personnes qui ont ainsi renoncé ou que la Cour a décidé de ne pas avoir le droit d'être colloquées.) | Number of Contestations of Registrars' Certificates, and of Reports of Distribution which have taken place in consequence of the said Collocations.<br><br>(Nombre des Contestations de Certificats de registrateur, et de rapports de distribution qui ont eu lieu en conséquence des dites Collocations.) | Amount of the costs incurred in the said Contestations, both by the party collocated and the party contesting.<br><br>(Montant des frais encourus dans les dites contestations tant par la partie colloquée que par la partie contestante.) | Total Costs.                                                        |                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                        |                                                                                  |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                             | Costs by the party collocated<br>(Frais encourus p. la partie col.) | Costs by the party contesting<br>(Frais encourus p. la partie col.) |
| <b>Names of Parties Collocated.</b><br>(Noms des personnes ainsi colloquées.)                                                                                                                                                                                                                                                                          |                                                                                  |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                             |                                                                     |                                                                     |
| 286. Berthelot v. Bellingé & al et divers Opp't's.....                                                                                                                                                                                                                                                                                                 | 1                                                                                | None.<br>(Point.)                                                                                                                                                                                                                                                                                                         | None.<br>(Point.)                                                                                                                                                                                                                    | None.<br>(Point.)                                                                                                                                                                                                                                                                                           | \$ cts.                                                                                                                                                                                                                                     | \$ cts.                                                             | \$ cts.                                                             |
| 294. Berthelot v. Bellingé & al et divers Opp't's.....                                                                                                                                                                                                                                                                                                 | 1                                                                                | None.<br>(Point.)                                                                                                                                                                                                                                                                                                         | None.<br>(Point.)                                                                                                                                                                                                                    | None.<br>(Point.)                                                                                                                                                                                                                                                                                           | 145 95                                                                                                                                                                                                                                      | 208 72                                                              |                                                                     |

|                                                                                                             |   |                                       |                   |                   |        |  |  |
|-------------------------------------------------------------------------------------------------------------|---|---------------------------------------|-------------------|-------------------|--------|--|--|
| 1698. Giroux v. Gauthier, & divers Opp't's.....                                                             | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 290 66 |  |  |
| 2027. Lesaire St. Germain v. Desaut, & divers Opp't's.....                                                  | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 86 76  |  |  |
| 174. Feulds v. Benoit & Opp't's.....                                                                        | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 234 76 |  |  |
| 202. Menges v. Lussior & Opp't's.....                                                                       | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 343 81 |  |  |
| 450. Ostel v. Trestler, & Opp't's.....                                                                      | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 549 07 |  |  |
| 487. Day v. Dunlop, & Opp't's.....                                                                          | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 70 14  |  |  |
| 628. Prévoit v. Bourbonnais & Opp't's.....                                                                  | 1 | 388 50<br>Renouncing.<br>(Abandonné.) | One.<br>(Unc.)    | None.<br>(Point.) | 388 50 |  |  |
| 722. Trust & Loan Company of Upper Canada v. Lefebvre, & Opp't's, Trust & Loan Company of Upper Canada..... | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 500 07 |  |  |
| 777. Bell & al. v. Conlab, & Opp't's.....                                                                   | 1 | None.<br>(Point.)                     | None.<br>(Point.) | None.<br>(Point.) | 146 26 |  |  |

No. 1.—Statement of Collocations made without Oppositions or demandes.—Continued.  
(No. 1.—Tableau des collocations qui ont été faites sans oppositions ni demandes.—Suite.

| Names of Parties.<br>(Noms des parties.)              | Names of Persons so Collocated.<br>(Noms des personnes ainsi colloquées.)                   | Number of persons so Collocated.<br>(Nombre des personnes ainsi colloquées.) | Total amount of the said persons so collocated have renounced, or to which the Court has decided that the said persons were not entitled.<br>(Montant total des sommes auxquelles ces personnes ainsi colloquées ont renoncé ou auxquelles la Cour a décidé que les personnes ainsi colloquées n'avaient pas droit.) | Number of persons who so renounced, or who the Court were not entitled to be collocated.<br>(Nombre des personnes qui ont ainsi renoncé ou que la Cour a décidé de ne pas avoir le droit d'être colloquées.) | Contestation of Registrars' Certificates (Contestation de certificats de régis.) | Contestation of Ports of Distribution (Contestation de ports de distribution.) | Contestation of Reports of Distribution (Contestation de rapports de distribution.) | Amount of the costs incurred in the said Contestations, both by the party collocated and the party contesting.<br>(Montant des frais encourus par la partie colloquée et par la partie contestante.) | Total Costs.<br>(Total des frais) |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
|                                                       |                                                                                             |                                                                              |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                              |                                                                                  |                                                                                |                                                                                     |                                                                                                                                                                                                      |                                   |
| 813.<br>Boseau v. Vandandigue dit Gabois, & Opp'ts... | Joseph Ainas.....                                                                           | 1                                                                            | 192 25                                                                                                                                                                                                                                                                                                               | 1                                                                                                                                                                                                            | None.<br>(Point.)                                                                | None.                                                                          | None.                                                                               |                                                                                                                                                                                                      |                                   |
| 951.<br>Frothingham v. Devion, & Opp'ts.....          | J. J. Grant.....<br>Amoise Lamontagne ..<br>Chamberlain & Thomson<br>Galarnoeu et Roy ..... | 4                                                                            | 87 88<br>12 75<br>77 40<br>8 33                                                                                                                                                                                                                                                                                      | None.<br>(Point.)                                                                                                                                                                                            | None.<br>(Point.)                                                                | None.                                                                          | None.                                                                               |                                                                                                                                                                                                      |                                   |
|                                                       |                                                                                             |                                                                              | \$180 30                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                              |                                                                                  |                                                                                |                                                                                     |                                                                                                                                                                                                      |                                   |

|                                                                    |                                                                   |   |                            |                   |                   |                   |       |  |  |
|--------------------------------------------------------------------|-------------------------------------------------------------------|---|----------------------------|-------------------|-------------------|-------------------|-------|--|--|
| 978.<br>Raymond Plossis Bolair, v. Panton, & Opp'ts.....           | James McQuillan .....                                             | 1 | 18 22                      | None.<br>(Point.) | None.<br>(Point.) | None.             | None. |  |  |
| 1088.<br>Trust and Loan Company of Upper Canada v. Baillargen..... | Aux Enfants de Alexis Fournier dit Proulxaino .....               | 1 | 123 63                     | 1                 | None.<br>(Point.) | None.<br>(Point.) | None. |  |  |
| 1098.<br>Hibbard v. Canlin, & Opp'ts .....                         | Trust & Loan Company of Upper Canada.....                         | 1 | 782 89                     | None.<br>(Point.) | None.<br>(Point.) | None.             | None. |  |  |
| 1100.<br>Smith v. Andres...                                        | The City Bank .....                                               | 1 | 0 56                       | None.<br>(Point.) | None.<br>(Point.) | None.             | None. |  |  |
|                                                                    | John Crawford .....                                               |   | 0 15                       | None.<br>(Point.) | None.<br>(Point.) | None.             | None. |  |  |
|                                                                    |                                                                   |   | \$0 71                     |                   |                   |                   |       |  |  |
| 1402.<br>McCord v. Bell, & Opp'ts                                  | Bank of Montreal.....<br>John E. Mills.....<br>John E. Mills..... | 3 | 249 90<br>231 00<br>110 41 | 1                 | None.<br>(Point.) | None.<br>(Point.) | None. |  |  |
|                                                                    |                                                                   |   | \$591 31                   |                   |                   |                   |       |  |  |

MONK, COFFIN & PAPINEAU,  
P. S. C.

PROTHONOTARY'S OFFICE,  
Montreal, 25th April, 1863.

No. 2.—STATEMENT showing the Cost of the Registrar's Certificate in the case of each Sheriff's Sale of Lands.

No. 2.—TABLEAU indiquant le coût du Certificat du Régistrateur dans chaque vente de terres par le Sheriff.

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.)                                      | Date of Sheriff's Return<br>into Court. | (Date du rapport du Sheriff<br>à la Cour.) | Number of Cert. of Regis-<br>trars filed in each case. | (Nombre des Cert. de régis-<br>trateurs déposés dans<br>chaque cause.) | Costs of Registrar's Cer-<br>tificates. | (\$ cts.) | No. of Hypothecs returned<br>to in each Regs. Cer. | (Nombre des Hypothèques<br>portées dans chaque tel<br>Certificat de Régistrateur.) | Number of Oppositions <i>en fin</i><br><i>de Conserver</i> filed. | No. des Oppositions <i>en fin</i><br>de conserver produites. | Amount of Costs of each Opposition.<br>(Montant des frais de chaque Opposition.) |                                                                     |                                                     | Total Costs<br>of Opposition<br>in each Case.<br>(Total des<br>frais de chaque<br>opposition.) |
|------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------|--------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------|-----------|----------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------|------------------------------------------------------------------------------------------------|
|                                    |                                                                               |                                         |                                            |                                                        |                                                                        |                                         |           |                                                    |                                                                                    |                                                                   |                                                              | Prothonotary's Fees<br>and Tax.<br>(Honoraires et taxe du Pro-<br>tonotaire.)    | Attorney's Fees.<br>(Honoraires de l'Avocat.)                       | \$ cts.                                             |                                                                                                |
| 1715                               | Damo Anselm Kice & al. v.<br>Jean Bte. Bonard dit<br>Bononfont .....          | 1 Mar '61.                              |                                            | 1                                                      |                                                                        | 8 80                                    |           | 10                                                 | 4                                                                                  |                                                                   |                                                              | 2 at \$ 1 40<br>1 at 1 40<br>1 at 1 60                                           | 2 at 8 00<br>1 at 9 33<br>1 at 13 33                                | \$ cts.<br>16 00<br>9 33<br>13 33                   | 44 46                                                                                          |
| 789                                | Louis Boyer & al. v. John<br>Smith & al. ....                                 | 2 "                                     |                                            | 1                                                      | 5 30                                                                   |                                         | 14        | 12                                                 |                                                                                    |                                                                   |                                                              | 1 at \$ 1 40<br>3 at 1 40<br>5 at 1 40<br>2 at 1 60<br>1 at 2 50                 | 1 at \$ 8 00<br>3 at 9 33<br>5 at 11 33<br>2 at 11 33<br>1 at 18 33 | \$ cts.<br>8 00<br>27 99<br>56 65<br>22 66<br>13 33 | 146 98                                                                                         |
| 1492                               | J. E. Bte. Martin dit Ladouceur<br>v. Toussaint Martin dit<br>Ladouceur ..... | 9 Al. ....                              |                                            | 1                                                      | 10 00                                                                  |                                         | 46        | 15                                                 |                                                                                    |                                                                   |                                                              | 1 at 1 40<br>9 at 1 40<br>1 at 1 40<br>4 at 2 50                                 | 1 at \$ 8 00<br>9 at 9 33<br>1 at 11 33<br>4 at 13 33               | \$ cts.<br>8 00<br>83 97<br>11 33<br>53 32          | 182 02                                                                                         |
| 2469                               | Gilmour & al. v. Heron .....                                                  | 17 Al. ....                             |                                            | 1                                                      | 5 00                                                                   |                                         | 6         |                                                    |                                                                                    |                                                                   |                                                              | 2 at \$ 2 50<br>1 at 2 50                                                        | 1 at \$ 25 40                                                       | \$ cts.<br>25 40                                    |                                                                                                |

|      |                                                |              |  |   |        |                   |    |                   |  |  |  |                                                     |                                                       |                                             |       |
|------|------------------------------------------------|--------------|--|---|--------|-------------------|----|-------------------|--|--|--|-----------------------------------------------------|-------------------------------------------------------|---------------------------------------------|-------|
| 1186 | Meilleur v. Legault dit Des-<br>lauriers ..... | 18 Al. ....  |  | 1 | 0 25   |                   | 5  | 4                 |  |  |  | 1 at \$ 1 00<br>1 at 1 40<br>1 at 1 40<br>1 at 1 40 | 1 at 13 33<br>8 00<br>9 33<br>8 00                    | \$ cts.<br>13 33<br>8 00<br>9 33<br>8 00    | 44 46 |
| 1432 | Jeannotte v. Handfield .....                   | 23 Al. ....  |  | 1 | 31 80  |                   | 5  | 1                 |  |  |  | 1 at 1 40<br>1 at 1 60                              | 1 at \$ 8 00                                          | \$ cts.<br>11 33<br>13 33                   | 12 73 |
| 1898 | Cartier v. Manning .....                       | 27 Al. ....  |  | 1 | 2 50   | None.<br>(Point.) | 5  | 1                 |  |  |  | 1 at 1 60<br>1 at 1 60                              | 1 at 9 33<br>2 at 13 33                               | \$ cts.<br>9 33<br>26 66                    | 14 03 |
| 2025 | Delisle v. Pelman .....                        | 2 Ma. ....   |  | 1 | 8 00   |                   | 6  | 3                 |  |  |  | 1 at \$ 1 40<br>2 at 1 40                           | 2 at 9 33<br>2 at 9 33                                | \$ cts.<br>8 00<br>18 66                    | 30 66 |
| 1688 | Panton v. Lajoie & al. ....                    | 4 Ma. ....   |  | 1 | 7 00   |                   | 12 | 5                 |  |  |  | 2 at \$ 1 40<br>1 at 1 40<br>2 at 2 50              | 2 at \$ 8 00<br>9 33<br>2 at 13 33                    | \$ cts.<br>19 00<br>9 33<br>26 66           | 61 19 |
| 1584 | Leblanc & al. v. Legault .....                 | 8 Ma. ....   |  | 1 | 3 00   |                   | 5  | 1                 |  |  |  | 1 at \$ 1 40                                        | 1 at 9 33                                             | \$ cts.<br>8 00                             | 9 40  |
| 1837 | Roy & al. v. Guertin .....                     | 1 Jul. ....  |  | 1 | 22 20  |                   | 8  | 2                 |  |  |  | 1 at 1 40<br>1 at 1 49                              | 1 at 9 33                                             | \$ cts.<br>9 33                             | 20 22 |
| 2646 | Varin v. Pigeon & al. ....                     | 10 Jul. .... |  | 1 | 428 65 |                   | 67 | 8                 |  |  |  | 3 at \$ 1 40<br>2 at 1 40<br>1 at 1 60<br>2 at 2 50 | 3 at \$ 8 00<br>2 at 9 33<br>1 at 13 33<br>2 at 13 33 | \$ cts.<br>24 00<br>18 66<br>13 33<br>26 66 | 96 39 |
| 216  | Ladouceur v. Bortland .....                    | 11 Jul. .... |  | 1 | 25 20  |                   | 32 | 2                 |  |  |  | 1 at \$ 1 60<br>1 at 1 40                           | 1 at 9 33<br>11 33                                    | \$ cts.<br>11 33<br>11 33                   | 25 06 |
| 2608 | Grant v. Maffre .....                          | 22 Jul. .... |  | 1 | 10 00  |                   | 17 | None.<br>(Point.) |  |  |  |                                                     |                                                       | \$ cts.<br>22 66                            | 25 06 |
| 314  | Leclaire & al. v. Bélanger & al. ....          | 6 Sep. ....  |  | 1 | 19 20  |                   | 5  | 4                 |  |  |  | 1 at \$ 1 60<br>3 at 2 50                           | 1 at \$ 13 33<br>3 at 13 33                           | \$ cts.<br>13 33<br>39 99                   | 62 32 |

No. 2.—Statement showing the Cost of the Registrar's Certificate, &c.—(Continued.)

No. 2.—TABLEAU indiquant le coût du Certificat du Régistrateur, etc.—(Suite.)

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.) | Date of Sheriff's Return<br>into Court. | (Date du rapport du Sheriff<br>à la Cour.) | Number of Cert. of Regis-<br>tration filed in each case. | (Nombre des Cert. de régis-<br>tration déposés dans<br>chaque cause.) | Costs of Registrar's Cer-<br>tificates. | (\$ cts.)<br>40 40 | (Coût des Certificats de<br>Régistrateurs.) | No. of Hypothecs referred<br>to in each Reg. Cer. | (Nombre des Hypothèques<br>portées dans chaque tel<br>Certificat de Régistrateur.) | Number of Oppositions <i>en</i><br><i>de</i> Conservers filed. | (No. des Oppositions <i>en</i><br><i>de</i> conservers produites.) | Amount of Costs of each Opposition.<br>(Montant des frais de chaque Opposition.) |                                               |                                   |                                    | Total Costs<br>of Opposition<br>in each Case.<br>(Total des<br>frais de chaque<br>opposition.) |
|------------------------------------|------------------------------------------|-----------------------------------------|--------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------|--------------------|---------------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------|------------------------------------|------------------------------------------------------------------------------------------------|
|                                    |                                          |                                         |                                            |                                                          |                                                                       |                                         |                    |                                             |                                                   |                                                                                    |                                                                |                                                                    | Prothonotary's Fees<br>and Tax.<br>(Honoraires de l'Avocat-<br>tonotaire.)       | Attorney's Fees.<br>(Honoraires de l'Avocat.) | \$ cts.<br>2 at 1 40<br>3 at 1 40 | \$ cts.<br>2 at 8 00<br>3 at 11 33 |                                                                                                |
| 2008                               | Foley & al. v. Dupré                     | 1861.<br>6 Sep.                         |                                            | 1                                                        | 1                                                                     | 40 40                                   |                    | 5                                           | 5                                                 | 64                                                                                 |                                                                |                                                                    | 2 at 1 40<br>3 at 1 40                                                           | 2 at 8 00<br>3 at 11 33                       | 49 99                             | 50 99                              |                                                                                                |
| 2185                               | Guimond v. Dalphé dit Parisseau          | 6 Sep.                                  |                                            | 1                                                        | 1                                                                     | 60 30                                   |                    | 8                                           | 8                                                 | 33                                                                                 |                                                                |                                                                    | 3 at 1 40<br>4 at 1 40<br>1 at 1 40                                              | 3 at 8 00<br>4 at 9 33<br>1 at 11 33          | 72 65                             | 83 85                              |                                                                                                |
| 2134                               | Sanctuaire v. Desrochers                 | 9 Sep.                                  |                                            | 1                                                        | 1                                                                     | 10 61                                   |                    | 1                                           | 1                                                 | 1                                                                                  |                                                                |                                                                    | 1 at 1 40                                                                        | 8 00                                          | 8 00                              | 9 40                               |                                                                                                |
| 2010                               | Hannah v. Thompson                       | 9 Sep.                                  |                                            | 1                                                        | 1                                                                     | 1 80                                    |                    | 3                                           | 3                                                 | 17                                                                                 |                                                                |                                                                    | 1 at 1 00<br>1 at 1 60<br>1 at 2 50                                              | 13 33<br>13 33<br>13 33                       | 39 99                             | 45 69                              |                                                                                                |
| 1340                               | Spearer v. Bélanger                      | 17 Sep.                                 |                                            | 1                                                        | 1                                                                     | 10 00                                   |                    | 3                                           | 3                                                 | 13                                                                                 |                                                                |                                                                    | 2 at 1 40<br>1 at 2 50                                                           | 2 at 8 00                                     | 16 00                             | 16 00                              |                                                                                                |
| 1688                               | Panton v. Lajoie                         | 19 Sep.                                 |                                            | 1                                                        | 1                                                                     | 5 00                                    |                    | 1                                           | 1                                                 | 3                                                                                  |                                                                |                                                                    | 1 at 2 50                                                                        | 13 33                                         | 13 33                             | 13 33                              |                                                                                                |
| 740                                | Desrivères v. Larkin                     | 23 Sep.                                 |                                            | 1                                                        | 1                                                                     | 5 96                                    |                    | 1                                           | 1                                                 | 3                                                                                  |                                                                |                                                                    | 1 at 2 50                                                                        | 29 33                                         | 29 33                             | 34 63                              |                                                                                                |
|                                    |                                          |                                         |                                            |                                                          |                                                                       |                                         |                    |                                             |                                                   |                                                                                    |                                                                |                                                                    |                                                                                  | 13 33                                         | 13 33                             | 15 83                              |                                                                                                |

|       |                              |        |  |   |   |       |  |    |    |    |  |  |                                                                |                                        |                                                                   |        |
|-------|------------------------------|--------|--|---|---|-------|--|----|----|----|--|--|----------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------|--------|
| 170   | Masson & al. v. Mullins      | 2 Oct  |  | 1 | 1 | 0 00  |  | 12 | 3  | 12 |  |  | 1 at 1 40<br>1 at 1 40<br>1 at 1 60                            | 1 40<br>1 40<br>1 60                   | 9 33<br>11 33<br>13 33                                            | 39 39  |
| 2462  | Thomas & al. v. Thurber      | 3 Oct  |  | 2 | 2 | 23 00 |  | 6  | 4  | 6  |  |  | 1 at 1 40<br>1 at 1 40<br>2 at 2 50                            | 1 40<br>1 40<br>5 00                   | 8 00<br>11 33<br>26 66                                            | 63 79  |
| 71    | Watson v. Manttash & al      | 14 Oct |  | 1 | 1 | 8 00  |  | 14 | 2  | 14 |  |  | 1 at 1 40<br>1 at 2 50                                         | 1 40<br>2 50                           | 8 00<br>13 33                                                     | 25 23  |
| 2732  | Masson & al. v. Ollior       | 17 Oct |  | 1 | 1 | 20 05 |  | 10 | 2  | 10 |  |  | 1 at 1 60<br>1 at 1 60                                         | 1 60<br>1 60                           | 21 33<br>13 33<br>13 33                                           | 29 80  |
| ..... | Workman v. Dunlop            | 24 Oct |  | 1 | 1 | 10 00 |  | 24 | 3  | 24 |  |  | 1 at 1 40<br>1 at 1 60<br>1 at 1 40                            | 1 40<br>1 60<br>1 40                   | 11 33<br>13 33<br>11 33                                           | 40 39  |
| 2846  | Varin v. Pigeon & al         | 28 Oct |  | 2 | 2 | 77 50 |  | 28 | 85 | 28 |  |  | 3 at 1 40<br>4 at 1 40<br>3 at 1 40<br>7 at 1 60<br>18 at 2 50 | 4 20<br>5 60<br>4 20<br>11 20<br>45 00 | 3 at 8 00<br>4 at 9 33<br>3 at 11 33<br>7 at 13 33<br>18 at 13 33 | 498 70 |
| 1151  | Smith & al. v. McGarvey, jr. | 6 Nov  |  | 1 | 1 | 20 00 |  | 16 |    | 16 |  |  | 1 at 1 40                                                      | 1 40                                   | 8 00                                                              | 35 06  |
| 1296  | City Bank v. Williams        | 6 Nov  |  | 1 | 1 | 13 70 |  | 5  |    | 5  |  |  | 1 at 1 40<br>1 at 1 60<br>1 at 1 60                            | 1 40<br>1 40<br>1 60                   | 8 00<br>9 33<br>13 33                                             |        |
| 2407  | Prevost v. E. Kemberg        | 18 Nov |  | 1 | 1 | 9 20  |  | 8  | 3  | 8  |  |  | 1 at 1 40                                                      | 1 40                                   | 8 00                                                              |        |
| 2451  | Prevost v. Lebeau            | 19 Nov |  | 1 | 1 | 11 30 |  | 7  | 2  | 7  |  |  | 1 at 1 40                                                      | 1 40                                   | 8 00                                                              | 20 15  |

No. 2.—STATEMENT showing the Cost of the Registrar's Certificate, &c.—(Continued.)

No. 2.—TABLEAU indiquant le coût du Certificat du Registrateur, etc.—(Suite.)

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.) | Date of Sheriff's Return<br>into Court. | (Date du rapport du Sheriff<br>à la Cour.) | No. of Certificates of Regis-<br>ters filed in each case. | (Nombre des certificats de<br>registrateurs déposés dans<br>chaque cause.) | Costs of Registrar's Cer-<br>tificates. | (\$ cts.) | No. of Hypothecs referred<br>to in each Reg. Certificate. | (Nombre des Hypothèques<br>portées dans chaque tel<br>Certificat de Registrateur.) | Number of Oppositions <i>q/m</i><br><i>de conserver.</i> | (Nombre d'oppositions<br>fin de conserver produites.) | Amount of Costs of each Opposition.<br>(Montant des frais de chaque Opposition.) |                                               |                                             |                                    | Total Costs<br>of Opposition<br>in each Case.<br>(Total des<br>frais de chaque<br>opposition.) |
|------------------------------------|------------------------------------------|-----------------------------------------|--------------------------------------------|-----------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------|-----------|-----------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------|------------------------------------|------------------------------------------------------------------------------------------------|
|                                    |                                          |                                         |                                            |                                                           |                                                                            |                                         |           |                                                           |                                                                                    |                                                          |                                                       | Prothonotary's Fees<br>and Tax.<br>(Honoraires et taxe du<br>Prothonotaire.)     | Attorney's Fees.<br>(Honoraires de l'Avocat.) | \$ cts.                                     | \$ cts.                            |                                                                                                |
| 1506                               | Blanchard v. Petro.....                  | 1861.<br>2 Dec.....                     |                                            | 1                                                         | 1                                                                          | 18 70                                   |           | 7                                                         |                                                                                    |                                                          |                                                       | \$ cts.<br>3 at 1 40<br>2 at 1 40<br>1 at 1 60                                   | \$ cts.<br>4 20<br>2 80<br>1 60               | \$ cts.<br>3 at 8 00<br>2 at 11 33<br>13 33 | \$ cts.<br>24 00<br>22 66<br>13 33 | 68 59                                                                                          |
| 2341                               | Rodier v. St. Julien .....               | 17 Dec .....                            |                                            | 1                                                         | 1                                                                          | 7 00                                    |           | 10                                                        |                                                                                    | 6                                                        |                                                       | 8 60                                                                             | 50 97                                         |                                             |                                    |                                                                                                |
| 1007                               | Lafaille v. Giroux.....                  | 23 Dec.....                             |                                            | 2                                                         | 2                                                                          | 30 90                                   |           | 17                                                        |                                                                                    | 5                                                        |                                                       | 1 40<br>1 at 1 60<br>1 at 2 50                                                   | 1 40<br>2 50                                  | 9 33<br>13 33<br>13 33                      |                                    |                                                                                                |
| 1903                               | Bondy & al. v. Breault .....             | 23 Dec.....                             |                                            | 1                                                         | 1                                                                          | 6 00                                    |           | 9                                                         |                                                                                    | 5                                                        |                                                       | 1 40<br>3 at 1 40<br>1 at 2 50                                                   | 1 40<br>4 20<br>2 50                          | 8 00<br>33 99<br>13 33                      |                                    | 41 49                                                                                          |
| 361                                | Walker v. Ferns .....                    | 31 Dec.....                             |                                            | 1                                                         | 1                                                                          | 5 50                                    |           | 10                                                        |                                                                                    | 7                                                        |                                                       | 8 10<br>1 40<br>7 00<br>1 60                                                     | 8 10<br>1 40<br>7 00<br>1 60                  | 56 32<br>8 00<br>46 65<br>13 33             |                                    | 63 42                                                                                          |
|                                    |                                          |                                         |                                            |                                                           |                                                                            |                                         |           |                                                           |                                                                                    |                                                          |                                                       | 10 00                                                                            | 67 98                                         |                                             |                                    | 77 99                                                                                          |

PROTHONOTARY'S OFFICE,  
Montreal, 25th April, 1868.  
MONK, COFFIN & PAPINEAU,  
P. S. C.

No. 3.—STATEMENT shewing the Costs of the Registrar's Certificates in the case of each Sheriff's Sale of Lands.

No. 3.—TABLEAU indiquant le coût du Certificat du Régistrateur dans chaque vente de terres par le Shérif.—(Suite.)

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.)                 | Date of Sheriff's Return<br>into Court.<br>(Date du rapport du<br>Shérif à la cour.) | No. of Certificates of Regis-<br>trars filed in each case.<br>(Nombre des certificats de<br>régistrateurs déposés dans<br>chaque cause.) | Costs of Registrar's<br>Certificates.<br>(Coût des certificats de<br>Régistrateurs.) | No. of Hypothecs referred<br>to in each Regis. Cert.<br>(Nombre des hypothèques<br>portées dans chaque tal<br>Certificat de Régistrateur.) | Number of Oppositions<br>q/fin de conserver.<br>(Nombre des oppositions<br>afin de conserver produits.) | Prothonotary's Fees<br>and Tax.<br>(Honoraires et taxe du<br>Protonotaire.) |                                              | Attorney's Fees.<br>(Honoraires de l'Avocat.)      |                                | Total Costs<br>of Opposition<br>in each Case.<br>(Total des<br>frais de chaque<br>opposition.) |
|------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|----------------------------------------------------|--------------------------------|------------------------------------------------------------------------------------------------|
|                                    |                                                          |                                                                                      |                                                                                                                                          |                                                                                      |                                                                                                                                            |                                                                                                         | \$ cts.<br>1 at 1 40<br>1 at 1 40                                           | \$ cts.<br>1 40<br>1 40                      | \$ cts.<br>1<br>1                                  | \$ cts.<br>8 00<br>9 33        |                                                                                                |
| 667                                | Mailand & al., pliffs, v. }<br>Glen & al., defts ..... } | 7 Jan. 1862                                                                          | 1                                                                                                                                        | 112 80                                                                               | 108                                                                                                                                        | 2                                                                                                       | 1 at 1 40<br>1 at 1 40                                                      | 2 80                                         | 1<br>1                                             | 8 00<br>9 33                   | 20 13                                                                                          |
| 170                                | Masson & al., v. Mullins.....                            | 13 do                                                                                | 1                                                                                                                                        | 523 00                                                                               | 18                                                                                                                                         | 5                                                                                                       | 1 at 1 60<br>1 at 1 40<br>1 at 1 40<br>1 at 1 40<br>1 at 2 50<br>1 at 2 50  | 1 60<br>1 40<br>1 40<br>1 40<br>2 50<br>2 50 | .....<br>.....<br>.....<br>.....<br>.....<br>..... | 13 33<br>8 00<br>8 00<br>13 33 | 20 13                                                                                          |
| 1432                               | McCord v. Bell .....                                     | 21 do                                                                                | 1                                                                                                                                        | 97 00                                                                                | 44                                                                                                                                         | 5                                                                                                       | 1 at 1 40<br>4 at 1 40                                                      | 9 40<br>5 60                                 | .....<br>4 at \$13 33                              | 55 99<br>9 33<br>53 32         | 65 39                                                                                          |
| 206                                | Donohue v. Ricard .....                                  | 23 do                                                                                | 1                                                                                                                                        | 10 94                                                                                | 4                                                                                                                                          | 2                                                                                                       | 1 at 1 40<br>1 at 1 40                                                      | 1 40<br>1 40                                 | .....<br>.....                                     | 62 65<br>8 00<br>9 33          | 70 45                                                                                          |
|                                    |                                                          |                                                                                      |                                                                                                                                          |                                                                                      |                                                                                                                                            |                                                                                                         | 2 80                                                                        | 2 80                                         | 17 33                                              | 17 33                          | 20 13                                                                                          |

No. 3.—STATEMENT shewing the Costs of the Registrar's Certificate, &c.—Continued.  
No. 3.—TABLEAU indiquant le coût du Certificat du Registrateur, etc.—Suite.

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.)                        | Date of Sheriff's Return<br>into Court. | (Date du rapport du Sheriff<br>à la cour.) | No. of Certificates of Regis-<br>trars filed in each case. | (Nombre des certificats de<br>Registrateurs déposés dans<br>chaque cause.) | Costs of Registrar's<br>Certificates. | (\$ cts.)<br>4 90 | No. of Hypothecs referred<br>to in each Registrar's Cert. | (Nombre des hypothèques<br>portées dans chaque tel<br>Certificat de Registrateur.) | Number of Oppositions<br>s/n de conserer. | (Nombre des oppositions<br>au de conserver produites.) | Amount of costs of each such Opposition.<br>(Montant des frais de chaque Opposition.) |                                               | Total Costs<br>of Opposition<br>in each case.<br>(Total des<br>frais de chaque<br>opposition.) |
|------------------------------------|-----------------------------------------------------------------|-----------------------------------------|--------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------|-------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------|
|                                    |                                                                 |                                         |                                            |                                                            |                                                                            |                                       |                   |                                                           |                                                                                    |                                           |                                                        | Prothonotary's Fees<br>and Tax.<br>(Honoraires et taxe du<br>Protonotaire.)           | Attorney's Fees.<br>(Honoraires de l'Avocat.) |                                                                                                |
| 460                                | Roberts v. Gauthier                                             | 24 Ja. 1862                             |                                            | 1                                                          | 1                                                                          | 4 90                                  |                   | 5                                                         | 2                                                                                  |                                           |                                                        | \$ cts.<br>1 at 1 40<br>1 at 2 50                                                     | \$ cts.<br>8 00<br>13 33                      | 25 33                                                                                          |
| 2203                               | Les Religieuses Sœurs Hos-<br>pitalières de Montréal v<br>Leduc | 3 Fe. 1862                              |                                            | 1                                                          | 1                                                                          | 8 00                                  |                   | 2                                                         | None<br>(Point)                                                                    |                                           |                                                        |                                                                                       |                                               |                                                                                                |
| 969                                | St. Germain, plif, v. Sauvé,<br>def.                            | 17 do                                   |                                            | 2                                                          | 2                                                                          | 47 50                                 |                   | 82                                                        | 10                                                                                 |                                           |                                                        | 6 at 9 33<br>1 at 8 00<br>2 at 11 33<br>1 at 13 33                                    | 55 98<br>8 00<br>22 66<br>13 33               | 114 17                                                                                         |
| 1655                               | Beaudry v. Dubord                                               | 18 do                                   |                                            | 1                                                          | 1                                                                          | 30 00                                 |                   | 11                                                        | 3                                                                                  |                                           |                                                        | 1 at 1 40<br>2 at 1 40                                                                | 8 00<br>18 66                                 | 30 86                                                                                          |
| 62                                 | Séminaire de Québec v.<br>Bradley                               | 18 do                                   |                                            | 2                                                          | 2                                                                          | 43 50                                 |                   | 9                                                         | 3                                                                                  |                                           |                                                        | 1 at 1 40<br>2 at 1 60                                                                | 9 33<br>26 66                                 | 40 69                                                                                          |
| 1299                               | Lowe v. Ahern                                                   | 23 Al 1862                              |                                            | 1                                                          | 1                                                                          | 7 45                                  |                   | 15                                                        | 3                                                                                  |                                           |                                                        | 1 at 1 40<br>1 at 1 60<br>1 at 2 50                                                   | 9 33<br>13 33<br>13 33                        | 41 90                                                                                          |

|            |                                                     |            |  |   |   |       |  |    |        |  |  |                                                                                         |                                                           |        |
|------------|-----------------------------------------------------|------------|--|---|---|-------|--|----|--------|--|--|-----------------------------------------------------------------------------------------|-----------------------------------------------------------|--------|
| 312<br>128 | Dorion v. Desjardins }<br>Same v. same } 6 Ma. 1862 |            |  | 1 | 1 | 31 00 |  | 25 | 6<br>8 |  |  | 3 at 1 40<br>1 at 1 40<br>2 at 2 50<br>3 at 1 40<br>1 at 1 40<br>1 at 1 60<br>3 at 2 50 | 24 00<br>9 33<br>26 66<br>24 00<br>9 33<br>13 33<br>39 99 | 171 94 |
| 2341       | Dufresne v. Thomas                                  | 7 do       |  | 1 | 1 | 3 70  |  | 5  | 4      |  |  | 1 at 1 40<br>2 at 1 60<br>1 at 2 50                                                     | 9 33<br>26 66<br>13 33                                    | 56 42  |
| 624        | Doutre, ds qualité v. Chagnon                       | 7 Ma. 1862 |  | 1 | 1 | 2 50  |  | 3  | 2      |  |  | 1 at 1 40<br>1 at 1 40                                                                  | 8 00<br>9 33                                              | 20 13  |
| 668        | Fisher v. Blackhall                                 | 8 do       |  | 1 | 1 | 3 30  |  | 4  | 2      |  |  | 2 at 1 60                                                                               | 26 66                                                     | 20 86  |
| 2520       | Workman v. Newton                                   | 8 do       |  | 1 | 1 | 1 95  |  | 2  | 1      |  |  | 1 at 1 40                                                                               | 9 33                                                      | 10 73  |
| 202        | Mongeau, plif, v. Luastor, def.                     | 10 do      |  | 1 | 1 | 12 60 |  | 25 | 6      |  |  | 4 at 1 40<br>2 at 1 40                                                                  | 32 00<br>18 66                                            | 59 06  |
| 777        | Ball & al. v. Comlan                                | 16 do      |  | 1 | 1 | 5 40  |  | 6  | 4      |  |  | 3 at 1 40<br>1 at 1 60                                                                  | 27 99<br>13 33                                            | 47 12  |
| 1187       | Davis v. Léger & al.                                | 20 do      |  | 1 | 1 | 5 10  |  | 5  | 3      |  |  | 2 at 1 40<br>1 at 2 50                                                                  | 18 66<br>13 33                                            | 37 29  |

No. 3.—STATEMENT shewing the Costs of the Registrar's Certificates, &c.—Continued.

No 3.—TABLEAU indiquant le coût du Certificat du Registrateur, etc.—Suite.

| No of Case.<br>(No de la cause.) | Names of Parties.<br>(Noms des parties.) | Date of Sheriff's Return<br>into Court. | (Date du rapport du Sheriff<br>à la cour.) | No. of Certificates of Regis-<br>trars filed in each case. | (Nombre des certificats de<br>Registrateurs déposés dans<br>chaque cause.) | Costs of Registrar's<br>Certificates. | (Coût des certificats de<br>Registrateurs.) | No. of Hypothecs referred to<br>in each Registrar's Cert. | (Nombre des hypothèques<br>portées dans chaque tel<br>certificat de Registrateur.) | Number of Oppositions filed<br>de conserver l'yle. | (No. des oppositions afin de<br>conserver produits.) | Amount of Costs of each such Opposition.<br>(Montant des frais de chaque Opposition.) |                                               | Total Costs<br>of Opposition<br>in each Case.<br>(Total des<br>frais de chaque<br>opposition.) |
|----------------------------------|------------------------------------------|-----------------------------------------|--------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------|---------------------------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------|
|                                  |                                          |                                         |                                            |                                                            |                                                                            |                                       |                                             |                                                           |                                                                                    |                                                    |                                                      | Prothonotary's Fees<br>and Tax.<br>(Honoraires et taxe du<br>Protonotaire.)           | Attorney's Fees.<br>(Honoraires de l'Avocat.) |                                                                                                |
| 2071                             | Gilmour v. Bissonière.....               | 23                                      | Ma. 1862                                   | 1                                                          | \$4 80                                                                     | 2                                     | 4                                           | 1 at \$1 40<br>1 at 1 40<br>1 at 1 40<br>1 at 1 60        | \$1 40                                                                             | \$8 00                                             | 47 79                                                |                                                                                       |                                               |                                                                                                |
| 2007                             | Demers v. Leroux.....                    | 28                                      | do                                         | 1                                                          | 10 00                                                                      | 10                                    | 2                                           | 1 at 1 40<br>1 at 1 40                                    | 1 40                                                                               | 9 33<br>11 33                                      | 23 40                                                |                                                                                       |                                               |                                                                                                |
| 1709                             | Giroux v. Christin.....                  | 6                                       | Jn. 1862.                                  | 2                                                          | 34 55                                                                      | 15                                    | 3                                           | 1 at 1 40<br>1 at 1 40<br>1 at 2 50                       | 1 40                                                                               | 9 33<br>11 33<br>13 33                             | 39 29                                                |                                                                                       |                                               |                                                                                                |
| 1257                             | Véronneau v. Provost.....                | 23                                      | do                                         | 1                                                          | 10 80                                                                      | 18                                    | 3                                           | 1 at 1 40<br>1 at 1 40<br>1 at 1 60                       | 1 40                                                                               | 8 00<br>9 33<br>13 33                              | 35 06                                                |                                                                                       |                                               |                                                                                                |
| 2090                             | McFarlane v. Choquette.....              | 24                                      | do                                         | 1                                                          | 17 10                                                                      | 19                                    | 4                                           | 2 at 1 40<br>2 at 1 60                                    | 2 80                                                                               | 16 00<br>26 66                                     | 48 66 <sup>00</sup>                                  |                                                                                       |                                               |                                                                                                |

|       |                              |    |           |   |       |       |       |                                                               |       |                                          |        |
|-------|------------------------------|----|-----------|---|-------|-------|-------|---------------------------------------------------------------|-------|------------------------------------------|--------|
| 255   | Logan v. Pigeon.....         | 26 | do        | 1 | 2 90  | 3     | 1     | 1 at 1 40                                                     | 1 40  | 11 33                                    | 12 73  |
| ..... | Smith & al. v. McGarvey..... | 26 | do        | 2 | 20 00 | 16    | 1     | 1 at 1 60                                                     | 1 60  | 13 33                                    | 14 93  |
| 595   | Prudhomme v. Poirier.....    | 1  | Ju. 1862. | 1 | 4 10  | 6     | 1     | 1 at 1 40<br>1 at 1 40<br>1 at 1 40                           | 1 40  | 9 33<br>11 33                            | 23 46  |
| 2075  | Greene v. Campbell.....      | 1  | do        | 1 | 9 30  | 15    | 2     | 1 at 1 40<br>1 at 1 40                                        | 1 40  | 20 66                                    | 23 46  |
| 409   | Lantier v. Binette.....      | 11 | do        | 1 | 12 45 | 2     | 2     | 1 at 1 40<br>1 at 1 40                                        | 1 40  | 9 33<br>11 33                            | 23 46  |
| 1663  | Quimet & al. v. Cusson.....  | 25 | do        | 1 | 13 00 | 7     | 2     | 1 at 1 40<br>1 at 1 40                                        | 1 40  | 8 00<br>9 33                             | 20 13  |
| 174   | Foulds v. Benoit.....        | 26 | do        | 1 | 5 10  | 8     | 1     | 1 at 1 40                                                     | 1 40  | 17 33                                    | 12 73  |
| 294   | Berthelet v. Bélingé.....    | 2  | Au. 1862. | 1 | 8 70  | 25    | 12    | 5 at 1 40<br>2 at 1 40<br>3 at 1 40<br>2 at 1 60              | 7 00  | 40 00<br>18 66<br>27 99<br>26 66         | 180 51 |
| 286   | Berthelet v. Bélingé.....    | 2  | do        | 1 | 5 00  | 25    | 9     | 1 at 1 40<br>4 at 1 40<br>1 at 1 40<br>2 at 1 60<br>1 at 2 50 | 1 40  | 8 00<br>37 32<br>11 33<br>26 66<br>13 33 | 109 74 |
| 1190  | Smith v. Andres & al.....    | 5  | do        | 1 | 5 30  | ..... | ..... | .....                                                         | ..... | .....                                    | .....  |
| 183   | Ash & al. v. Mace.....       | 14 | do        | 1 | 4 60  | 2     | 1     | 1 at 1 40                                                     | 1 40  | 9 33                                     | 10 73  |
| 1098  | Hibbard v. Cantin.....       | 14 | do        | 1 | 8 10  | 11    | 3     | 1 at 1 40<br>1 at 1 40<br>2 at 1 60                           | 1 40  | 8 00<br>8 00<br>26 66                    | 39 26  |

No. 3.—STATEMENT shewing the Costs of the Registrar's Certificates, &c.—Continued.

(No. 3.—TABLEAU indiquant le coût du Certificat du Régistrateur, etc.—Suite.)

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.) | Date of Sheriff's Return<br>into Court. | (Date du rapport du Sheriff<br>à la cour.) | No. of Certificates of Regis-<br>trars filed in each case.) | (Nombre des certificats de<br>régistrateurs déposés dans<br>chaque cause.) | Costs of Registrar's<br>Certificates. | (Coût des Certificats de<br>Régistrateurs.) | No. of Hypothecs referred<br>to in each Regis. Certificate. | (Nombre des hypothèques<br>portées dans chaque tel<br>Certificat de Régistrateur.) | No. of Oppositions filed<br>concerning the same. | (Nombre des oppositions<br>faites de conserver produits.) | Amount of Costs of each such Opposition.<br>(Montant des frais de chaque Opposition.) |                                               |                                                                                                |       |
|------------------------------------|------------------------------------------|-----------------------------------------|--------------------------------------------|-------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------|---------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------|-------|
|                                    |                                          |                                         |                                            |                                                             |                                                                            |                                       |                                             |                                                             |                                                                                    |                                                  |                                                           | Prothonotary's Fees<br>and Tax.<br>(Honoraires et taxe du<br>Prothonotaire.)          | Attorney's Fees.<br>(Honoraires de l'Avocat.) | Total Costs<br>of Opposition<br>in each Case.<br>(Total des<br>frais de chaque<br>opposition.) |       |
| 1871                               | Ruthven, pif. v. Foster                  | 16 An. 1862                             |                                            | 1                                                           | 1                                                                          | 3 64                                  | 3 64                                        | 2                                                           | 2                                                                                  | 2                                                | 2                                                         | \$ cts.<br>1 at 1 40<br>1 at 2 50                                                     | \$ cts.<br>1 40<br>2 50                       | 11 33<br>13 33                                                                                 | 28 56 |
| 499                                | Symes v. Cavillier & al.                 | 20 do                                   |                                            | 1                                                           | 1                                                                          | 30 80                                 | 30 80                                       | 62                                                          | 4                                                                                  | 4                                                | 4                                                         | 1 at 2 50<br>1 at 2 50<br>1 at 2 50<br>1 at 2 50                                      | 2 50<br>2 50<br>2 50<br>2 50                  | 13 33<br>13 33<br>13 33<br>13 33                                                               | 65 32 |
| 722                                | Trust & Loan Co. v. Lefebvre             | 23 do                                   |                                            | 1                                                           | 1                                                                          | 7 50                                  | 7 50                                        | 5                                                           | 1                                                                                  | 1                                                | 1                                                         | 1 at 1 40                                                                             | 1 40                                          | 8 00                                                                                           | 9 40  |
| 1812                               | Rodden & al. v. Campbell                 | 2 Sep. 1862                             |                                            | 1                                                           | 1                                                                          | 2 90                                  | 2 90                                        | 2                                                           | 2                                                                                  | 2                                                | 2                                                         | 1 at 1 40<br>1 at 1 60                                                                | 1 40<br>1 60                                  | 13 33<br>13 33                                                                                 | 27 66 |
| 2707                               | Marchand v. Cédillot                     | 3 do                                    |                                            | 1                                                           | 1                                                                          | 6 67                                  | 6 67                                        | 10                                                          | 2                                                                                  | 2                                                | 2                                                         | 1 at 1 40<br>1 at 1 60                                                                | 1 40<br>1 60                                  | 9 33<br>13 33                                                                                  | 25 66 |
| 743                                | Biron v. Boyle                           | 3 do                                    |                                            | 1                                                           | 1                                                                          | 12 67                                 | 12 67                                       | 5                                                           | 1                                                                                  | 1                                                | 1                                                         | 1 at 1 40                                                                             | 1 40                                          | 11 33                                                                                          | 12 73 |

|      |                                      |       |  |   |   |       |       |    |   |   |   |                                                  |                              |                                  |        |
|------|--------------------------------------|-------|--|---|---|-------|-------|----|---|---|---|--------------------------------------------------|------------------------------|----------------------------------|--------|
| 615  | Workman v. Bonin dit<br>Dufresne     | 4 do  |  | 2 | 2 | 7 08  | 7 08  | 4  | 5 | 5 | 5 | 1 at 1 40<br>1 at 1 60<br>2 at 2 50              | 1 40<br>1 60<br>5 00         | 8 00<br>13 33<br>26 66           | 55 99  |
| 487  | Day v. Dunlop                        | 4 do  |  | 1 | 1 | 9 45  | 9 45  | 21 | 3 | 3 | 3 | 1 at 1 40<br>2 at 1 60                           | 1 40<br>3 20                 | 8 00<br>26 66                    | 39 26  |
| 906  | Vincent v. Boire                     | 4 do  |  | 1 | 1 | 5 30  | 5 30  | 9  | 3 | 3 | 3 | 1 at 1 40<br>2 at 1 60                           | 1 40<br>3 20                 | 34 66                            | 29 63  |
| 2491 | Houssan v. Gardin                    | 11 do |  | 2 | 2 | 22 40 | 22 40 | 6  | 3 | 3 | 3 | 2 at 1 40<br>1 at 1 40                           | 2 80<br>1 40                 | 16 00<br>9 33                    | 85 95  |
| 1909 | Audet, pif. v. Normand               | 12 do |  | 1 | 1 | 9 60  | 9 60  | 17 | 7 | 7 | 7 | 2 at 1 40<br>2 at 1 60<br>2 at 1 60<br>1 at 2 50 | 2 80<br>2 80<br>3 20<br>2 50 | 16 00<br>18 00<br>26 66<br>13 33 | 64 49  |
| 1088 | McDonald v. Dunlop                   | 12 do |  | 1 | 1 | 39 20 | 39 20 | 88 | 5 | 5 | 5 | 2 at 1 40<br>2 at 1 60<br>1 at 2 50              | 2 80<br>3 20<br>2 50         | 16 00<br>26 66<br>13 33          | 85 95  |
| 2027 | Lemaire dit St. Germain v.<br>Daoust | 12 do |  | 2 | 2 | 32 70 | 32 70 | 41 | 9 | 9 | 9 | 2 at 1 40<br>6 at 1 40<br>1 at 1 60              | 2 80<br>8 40<br>1 60         | 16 00<br>67 98<br>13 33          | 64 49  |
| 606  | Mongensais v. Brunet                 | 12 do |  | 1 | 1 | 11 30 | 11 30 | 19 | 4 | 4 | 4 | 2 at 1 40<br>1 at 1 40<br>1 at 1 40              | 2 80<br>1 40<br>1 40         | 16 00<br>9 33<br>11 33           | 110 11 |
| 951  | Frothingham v. Dorion                | 20 do |  | 1 | 1 | 13 00 | 13 00 | 12 | 4 | 4 | 4 | 1 at 1 40<br>1 at 1 60<br>2 at 2 50              | 1 40<br>1 60<br>5 00         | 11 33<br>13 33<br>26 66          | 42 26  |
|      |                                      |       |  |   |   |       |       |    |   |   |   | 8 00                                             | 51 32                        | 59 32                            |        |

No. 3.—STATEMENT shewing the Costs of the Registrar's Certificates, &c.—Continued.  
(No. 3.—TABLEAU indiquant le coût du Certificat du Régistrateur, etc.—Suite.)

| No. of Case.<br>(No. de la cause.) | Names of Parties.<br>(Noms des parties.)        | Date of Sheriff's Return into Court.<br>(Date du rapport du Sheriff à la cour.) | No. of Certificates of Registry filed in each case.<br>(Nombre des certificats de Régistrateurs déposés dans chaque cause.) | Costs of Registrar's Certificates.<br>(Coût des certificats de Régistrateurs.) | No. of Hypothecs referred to in each Regs. Cert.<br>(Nombre des hypothèques portées dans chaque tel Certificat de Régistrateur.) | Number of Oppositions<br>(Nombre des oppositions afin de conserver l'ylec.) | Prothonotary's Fees and Tax.<br>(Honoraires et taxe du Prothonotaire.) | Attorney's Fees.<br>(Honoraires de l'Avocat.) | Total Costs of Opposition in each case.<br>(Total des frais de chaque opposition.) |
|------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------|
|                                    |                                                 |                                                                                 |                                                                                                                             |                                                                                |                                                                                                                                  |                                                                             |                                                                        |                                               |                                                                                    |
| 2049                               | Beaujeu v. St. Julien                           | 20 Sep. 1862                                                                    | 2                                                                                                                           | 14 33                                                                          | 7                                                                                                                                | 1                                                                           | 1 40                                                                   | 9 33                                          | 10 73                                                                              |
| 641                                | Seminary of Montreal v. Ford                    | do                                                                              | 1                                                                                                                           | 1 70                                                                           | 1                                                                                                                                | 1                                                                           | 1 40                                                                   | 8 00                                          |                                                                                    |
| 329                                | Do. v. McLellan                                 | 23 do                                                                           | 1                                                                                                                           | 1 70                                                                           | 1                                                                                                                                | 1                                                                           | 1 40                                                                   | 18 66                                         |                                                                                    |
| 659                                | Do. v. Lanier                                   | 23 do                                                                           | 1                                                                                                                           | 3 70                                                                           | 5                                                                                                                                | 5                                                                           | 2 at 1 40<br>2 at 1 60                                                 | 26 66                                         |                                                                                    |
| 1294                               | Doutre v. Gauthier                              | 24 do                                                                           | 1                                                                                                                           | 16 15                                                                          | 8                                                                                                                                | 3                                                                           | 7 40                                                                   | 53 52                                         | 60 72                                                                              |
| 1501                               | Gault, plf. v. Sharpley, def.                   | 1 Oct. 1862                                                                     | 1                                                                                                                           | 14 65                                                                          | 27                                                                                                                               | 3                                                                           | 1 at 1 40<br>1 at 1 60<br>1 at 2 50                                    | 13 33<br>13 33                                |                                                                                    |
| 671                                | Turootte v. Church                              | 10 do                                                                           | 1                                                                                                                           | 5 30                                                                           | 7                                                                                                                                | 2                                                                           | 1 at 1 40<br>1 at 1 60                                                 | 35 99                                         | 41 49                                                                              |
| 1088                               | Trust & Loan Co. of Upper Canada v. Baillargeon | 14 do                                                                           | 1                                                                                                                           | 7 30                                                                           | 6                                                                                                                                | 5                                                                           | 3 at 1 40<br>1 at 1 60<br>1 at 2 50                                    | 8 00<br>13 33                                 |                                                                                    |
| 1088                               | Do. v. Lee                                      | 16 do                                                                           | 1                                                                                                                           | 2 50                                                                           | 2                                                                                                                                | 1                                                                           | 3 00                                                                   | 21 33                                         | 24 33                                                                              |
| 1088                               | Do. v. Lee                                      | 16 do                                                                           | 1                                                                                                                           | 2 50                                                                           | 2                                                                                                                                | 1                                                                           | 8 30                                                                   | 50 66                                         | 58 96                                                                              |

|      |                                         |             |   |       |    |    |                                                  |                                           |        |
|------|-----------------------------------------|-------------|---|-------|----|----|--------------------------------------------------|-------------------------------------------|--------|
| 978  | Belair v. Panton, père                  | 29 do       | 1 | 11 30 | 11 | 3  | 1 at 1 40<br>1 at 1 40<br>1 at 2 50              | 8 00<br>9 33<br>13 33                     | 35 96  |
| 1565 | Donohue v. Brolean                      | 3 Nov. 1862 | 2 | 9 55  | 6  | 2  | 1 at 1 20<br>1 at 2 00                           | 8 00<br>13 33                             | 24 53  |
| 697  | Trust & Loan Co. of Upper Canada v. May | 4 do        | 2 | 42 80 | 20 | 1  | 1 at 1 40                                        | 8 00                                      | 9 40   |
| 628  | Prevost v. Bourdonnais                  | 8 do        | 2 | 16 98 | 10 | 4  | 3 at 1 40<br>1 at 1 60                           | 27 99<br>13 33                            | 47 12  |
| 2241 | Lebrayère v. Robinson                   | 17 do       | 1 | 9 30  | 19 | 11 | 3 at 1 40<br>3 at 1 40<br>4 at 1 40<br>1 at 1 60 | 41 32<br>24 00<br>27 99<br>45 32<br>13 33 | 126 24 |
| 2391 | Bellemare v. Trudeau                    | 21 do       | 3 | 19 80 | 2  | 1  | 1 at 1 40                                        | 8 00                                      | 9 40   |
| 450  | Guelin, plf. v. Trestler                | 6 Dec. 1862 | 1 | 23 80 | 29 | 1  | 1 at 1 60                                        | 13 33                                     | 14 93  |
| 1112 | Trust & Loan Co. of Upper               | 9 do        | 1 | 4 50  | 7  | 2  | 1 at 1 40<br>1 at 1 40                           | 9 33<br>11 33                             | 23 46  |
| 1118 | Canada v. McIntyre                      | 9 do        | 1 | 4 50  | 7  | 2  | 1 at 1 40                                        | 11 33                                     | 111 16 |
| 2340 | Scott v. Webster                        | 15 do       | 3 | 13 20 | 11 | 11 | 9 at 1 40<br>1 at 1 40<br>1 at 2 50              | 20 66<br>72 00<br>13 33                   | 25 46  |
| 813  | Senécal v. Vandandaigue                 | 17 do       | 1 | 25 25 | 2  | 2  | 2 at 1 40                                        | 22 66                                     | 14 93  |
| 1260 | Pigeon v. Popin                         | 22 do       | 1 | 5 30  | 1  | 1  | 1 at 1 60                                        | 13 33                                     | 14 93  |
| 1363 | Lalande v. Bénard & al.                 | 30 do       | 2 | 16 72 | 9  | 4  | 1 at 1 40<br>1 at 1 40<br>1 at 1 60              | 8 00<br>9 33<br>11 33<br>13 33            | 48 69  |

No. 4.—STATEMENT of Costs of Registrar's Certificate in the case of Application for Ratification of Title.

No. 4.—TABLEAU indiquant le coût du Certificat du Régistrateur dans chaque cas de demande de ratification de titre.

| No. of Case.<br>(No. de la cause.) | Name of Applicant for Confirmation of Title.<br>(Nom de la personne demandant confirmation de titre.) | Date of filing Registrar's Certificate.<br>(Date du dépôt du certificat du régistrateur.) | Number of Certificates of Regs. filed in each case.<br>(Nombre des certificats de régistrateurs déposés dans chaque cause.) | Costs of Registrar's Certificate.<br>(Coût des certificats du régistrateur.)         | No. of Hypotheses referred to in each Reg. Cer.<br>(Nombre des hypothèses portées dans chaque tel Certificat de Régistrateur.) | No. of Oppositions filed.<br>(No. des Oppositions afin de conserver l'Hyd.) | No. of Oppositions not de conserv. produites. | Amount of Costs of each Opposition.<br>(Montant des frais de chaque Opposition.) |                                               |               | Total Costs of Opposition in each Case.<br>(Total des frais de chaque opposition.) |
|------------------------------------|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------|---------------|------------------------------------------------------------------------------------|
|                                    |                                                                                                       |                                                                                           |                                                                                                                             |                                                                                      |                                                                                                                                |                                                                             |                                               | Prothonotary's Fees and Tax.<br>(Honoraires et taxe du Prothonotaire.)           | Attorney's Fees.<br>(Honoraires de l'Avocat.) | \$ cts. \$    |                                                                                    |
| 1713                               | Exparte.<br>Léon Giroux.....                                                                          | 22 Feb. 1861.....                                                                         | 1                                                                                                                           | No fees mentioned in Certificate.<br>Pas d'honoraires mentionnés dans le certificat. | 5                                                                                                                              | 1                                                                           | 1                                             | \$ cts. 1 10                                                                     | \$ cts. 8 00                                  | \$ cts. 9 10  |                                                                                    |
| 1715                               | Exparte.<br>François Xavier Chagnon dit Larose.....                                                   | 10 Mar. 1861.....                                                                         | 1                                                                                                                           | 21 90                                                                                | 15                                                                                                                             | 3                                                                           | 2<br>1                                        | 2 20<br>1 60                                                                     | 2 at 8 90<br>9 33                             | 16 00<br>9 33 |                                                                                    |
| 1722                               | Exparte.<br>William Newcombe.....                                                                     | 17 Al. 1861.....                                                                          | 1                                                                                                                           | 5 00                                                                                 | 1                                                                                                                              | None.<br>(Point.)                                                           |                                               | 3 30                                                                             | 25 33                                         | 29 18         |                                                                                    |
| 1709                               | Exparte.<br>Pierre Jodoin.....                                                                        | 25 Al. 1861.....                                                                          | 1                                                                                                                           | No fees in Certificate.<br>(Pas d'honoraire dans le certificats.)                    | None.<br>(Point.)                                                                                                              | None.<br>(Point.)                                                           |                                               |                                                                                  |                                               |               |                                                                                    |
| 1716                               | Exparte.<br>William Spier and James Spier.....                                                        | 17 Ma. 1861.....                                                                          | 1                                                                                                                           | 10 00                                                                                | 9                                                                                                                              | None.<br>(Point.)                                                           |                                               |                                                                                  |                                               |               |                                                                                    |
| 1720                               | Exparte.<br>James Gamble.....                                                                         | 17 Mar. 1861.....                                                                         | 1                                                                                                                           | 6 00                                                                                 | 11                                                                                                                             | 1                                                                           | 1                                             | 1 10                                                                             | 8 00                                          | 9 10          |                                                                                    |
| 1723                               | Exparte.<br>John Greenshields.....                                                                    | 21 Ma. 1861.....                                                                          | 1                                                                                                                           | 3 00                                                                                 | 3                                                                                                                              |                                                                             |                                               |                                                                                  |                                               |               |                                                                                    |

|      |                                                       |                   |   |                                                                                      |    |   |   |      |       |       |  |
|------|-------------------------------------------------------|-------------------|---|--------------------------------------------------------------------------------------|----|---|---|------|-------|-------|--|
| 1726 | Exparte.<br>Thomas Weston Ritobie.....                | 17 Ju. 1861.....  | 1 | 5 00                                                                                 | 7  |   |   |      | 1     |       |  |
| 1727 | Exparte.<br>William Powell.....                       | 17 Ju. 1861.....  | 1 | 26 30                                                                                | 16 | 2 | 1 | 2 50 | 8 00  | 10 50 |  |
| 1728 | Exparte.<br>Canfield Dorwin.....                      | 17 Sep. 1861..... | 1 | 5 00                                                                                 | 4  |   | 1 | 2 50 | 13 33 | 15 83 |  |
| 1730 | Exparte.<br>John Richardson.....                      | ".....            | 1 | No fees mentioned in Certificate.<br>Pas d'honoraires mentionnés dans le certificat. |    |   |   |      |       |       |  |
| 1712 | Exparte.<br>François Leclerc.....                     | 23 Sep. 1861..... | 1 | do                                                                                   |    |   |   |      |       |       |  |
| 1718 | Exparte.<br>Dame Susan Locke, wife of Geo. Green..... | ".....            | 1 | do                                                                                   |    |   |   |      |       |       |  |
| 1721 | Exparte.<br>Robert Muir.....                          | 24 Sep. 1861..... | 1 | do                                                                                   |    |   |   |      |       |       |  |
| 1731 | Exparte.<br>Andrew W. Hood.....                       | 17 Oct. 1861..... | 1 | 1 50                                                                                 | 5  |   |   |      |       |       |  |
| 1732 | Exparte.<br>William Edmonstone.....                   | 18 Nov. 1861..... | 1 | 3 00                                                                                 | 3  |   |   |      |       |       |  |

MONK, COFFIN & PAPINEAU,  
P. S. O.

PROTHONOTARY'S OFFICE,  
Montreal, 25th April, 1863.

No. 5.—STATEMENT shewing the Costs of the Registrar's Certificate in the case of Application for Ratification of Title.  
No. 5.—TABLEAU indiquant le coût du Certificat du Régistrateur dans chaque cas de demande de ratification de titre.

| No. of Case.<br>(No. de la cause.) | Name of Applicant for Confirmation of Title.<br>(Nom de la personne demandant confirmation de titre.) | Date of filing Registrar's Certificate.<br>Date du dépôt du certificat du régistrateur. | Number of Certificates of Regs. filed in each case. | (Nombre des certificats déposés dans chaque cause.) | Costs of Registrar's Certificates.<br>(Coût des certificats du régistrateur.) | No. of Hypothecs referred to in each Reg's Certificate. | (Nombre des hypothèques portées dans chaque tel Certificat de Régistrateur.) | Number of Oppositions filed. | (Nombre des oppositions à conserver produites.)  | Amount of Costs of each Opposition.<br>(Montant des frais de chaque Opposition.) |                                               |                                                                                    |
|------------------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------|------------------------------|--------------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------|
|                                    |                                                                                                       |                                                                                         |                                                     |                                                     |                                                                               |                                                         |                                                                              |                              |                                                  | Prothonotary's Fees and Tax.<br>(Honoraires et taxe du Prothonotaire.)           | Attorney's Fees.<br>(Honoraires de l'Avocat.) | Total Costs of Opposition in each case.<br>(Total des frais de chaque opposition.) |
| 1736                               | Ex parte.<br>Augustin Dansereau                                                                       | 23 Al. 1862                                                                             | 1                                                   | 1                                                   | \$ 31 10                                                                      | 12                                                      | 3                                                                            | 2 at 5<br>1 at \$5<br>2      | \$ 10 00<br>26 65<br>5 00<br>1 " \$ 5 00<br>5 00 | 26 65<br>5 00                                                                    | 46 66                                         |                                                                                    |
| 1735                               | Ex parte.<br>Louis Beaudry                                                                            | 3 Mar. 1862                                                                             | 1                                                   | 1                                                   | 1 70                                                                          | 1                                                       | None.                                                                        | None.                        | None.                                            | 31 66                                                                            | 46 66                                         |                                                                                    |
| 1737                               | Ex parte.<br>Robert Taylor Raynes                                                                     | 17 Ju. 1862                                                                             | 1                                                   | 1                                                   | 5 00                                                                          | 1                                                       | None.                                                                        | [Point.]                     | None.                                            | None.                                                                            | None.                                         |                                                                                    |
| 1738                               | Ex parte.<br>Miles Williams                                                                           | 17 Ju. 1863                                                                             | 1                                                   | 1                                                   | 2 50                                                                          | 3                                                       | 1                                                                            | For Corporation taxes        | 2 50                                             | 8 00                                                                             | 10 50                                         |                                                                                    |
| 1739                               | Ex parte.<br>Georges Desbarats                                                                        | 18 Ju. 1862                                                                             | 1                                                   | 1                                                   | 2 90                                                                          | 4                                                       | None.                                                                        | [Point.]                     | None.                                            | None.                                                                            | None.                                         |                                                                                    |
| 1740                               | Ex parte.<br>M. S. Davenport and Dame Ursule Blache, his wife                                         | 17 Sep. 1862                                                                            | 1                                                   | 1                                                   | 1 70                                                                          | None.                                                   | None.                                                                        | [Point.]                     | None.                                            | None.                                                                            | None.                                         |                                                                                    |

|      |                                                       |              |   |   |      |       |       |                            |              |                    |       |
|------|-------------------------------------------------------|--------------|---|---|------|-------|-------|----------------------------|--------------|--------------------|-------|
| 1741 | Ex parte.<br>Francis McManus                          | 17 Sep. 1862 | 1 | 1 | 1 70 | 1     | None. | None.                      | None.        | None.              | None. |
| 1743 | Ex parte.<br>Alexander Simpson                        | 17 Oct. 1862 | 1 | 1 | 6 50 | 8     | None. | [Point.]                   | None.        | None.              | None. |
| 1745 | Ex parte.<br>Louis Blain and Louis Quintal dit Dubois | 17 Oct. 1862 | 1 | 1 | 7 30 | 15    | 2     | 1 at \$2 50<br>1 at \$2 50 | 2 50<br>2 50 | 8 00<br>11 33      | 24 33 |
| 1741 | Ex parte.<br>John Ogilvy                              | 23 Oct. 1862 | 1 | 1 | 4 90 | None. | None. | None.                      | None.        | \$ 5 00<br>\$19 33 | 24 33 |
| 1742 | Ex parte.<br>Geo. Matthews                            | 25 Nov. 1862 | 1 | 1 | 6 10 | 7     | 1     | [Point.]                   | 3 50         | 13 33              | 16 83 |
| 1750 | Ex parte.<br>John Caverhill                           | 26 Dec. 1862 | 1 | 1 | 6 80 | 5     | 1     | [Point.]                   | 5 00         | 13 33              | 18 33 |

PROTHONOTARY'S OFFICE,  
Montreal, 25th April, 1863.

MONK, COFFIN & PAPINEAU,  
P. S. C.

## No. 6.—STATEMENT of the number of Contestations of the distributions of Monies.

(No. 6.—ÉTAT du nombre des contestations de distribution de deniers.)

WHEN CONTESTED.  
[QUAND CONTESTÉ.]

| 1855.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1859.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1860.                                                                                                                                                                                                                                                                                                                                                                              | 1861.                                                                                                                                                                                                                                                                                                                                                                              | 1862.                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Names of Parties.<br>[Noms des Parties.]                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Names of Parties.<br>(Noms des Parties.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Names of Parties.<br>(Noms des Parties.)                                                                                                                                                                                                                                                                                                                                           | Names of Parties.<br>(Noms des Parties.)                                                                                                                                                                                                                                                                                                                                           | Names of Parties.<br>(Noms des Parties.)                                                                                                                                                                                  |
| No. 2486—LeMesurier v. McCaw...<br>" 1336—Mathiot v. Souéca.....<br>" 688—Shaw v. Shaw.....<br>" 746—Moss & al. v. Shearer.....<br>" 1528—Trust and Loan Co. of<br>U. C. v. Doyle. ....<br>" 1321—Woodman v. Letourneur<br>" 1683—Pinsonneault v. Billings<br>" 777—Fitzpatrick v. Poitras...<br>" 2550—Ferguson v. Atwell.....<br>" 373—Viger v. Patenaude ....<br>" 1964—Valiquette v. Holle.....<br>" 2570—Hubert v. Lemieux.....<br>" 1071—Browster v. O'Meara &<br>al.....<br>" 2474—Jury v. Lacombe..... | No. 1696—Ramsay v. Hitchings...<br>" 1377—Evans v. Gundlack.....<br>" 2468—Bonacina v. Bonacina...<br>" 2042—Dubeau v. Dubeau.....<br>" 1520—Fayette v. Cloutier.....<br>" 1122—Dewitt v. Burroughs...<br>No. 1378—Braut v. Braut.....<br>" 2380—Braut v. Braut.....<br>" 2486—LeMesurier v. McCaw...<br>" 2398—Dickinson v. Bourquo...<br>" 1412—Moriand v. Dorion.....<br>" 1036—Paterson v. Leslie.....<br>" 710—Doutney v. Deery.....<br>" 1831—Mullins v. Deery.....<br>" 1617—Doutro v. Greene..... | No. 675—Trust and Loan Com-<br>pany of U. C. v. Martin...<br>" 789—Boyer v. Smith.....<br>" 1402—Martin v. Martin.....<br>" 1715—Rice v. Bénard. ....<br>No. 286—Berthelet v. Belinge...<br>" 294—Berthelet v. Belinge...<br>" 331—Walker v. Ferns...<br>" 1565—Donohue v. Biroleau...<br>" 2027—Lemaire v. Daoust...<br>" 1598—Giroux v. Gauthier...<br>" 1903—Bondy v. Brautt... | No. 675—Trust and Loan Com-<br>pany of U. C. v. Martin...<br>" 789—Boyer v. Smith.....<br>" 1402—Martin v. Martin.....<br>" 1715—Rice v. Bénard. ....<br>No. 286—Berthelet v. Belinge...<br>" 294—Berthelet v. Belinge...<br>" 331—Walker v. Ferns...<br>" 1565—Donohue v. Biroleau...<br>" 2027—Lemaire v. Daoust...<br>" 1598—Giroux v. Gauthier...<br>" 1903—Bondy v. Brautt... | No. 286—Berthelet v. Belinge...<br>" 294—Berthelet v. Belinge...<br>" 331—Walker v. Ferns...<br>" 1565—Donohue v. Biroleau...<br>" 2027—Lemaire v. Daoust...<br>" 1598—Giroux v. Gauthier...<br>" 1903—Bondy v. Brautt... |
| Total.....14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 9                                                                                                                                                                                                                                                                                                                                                                                  | 4                                                                                                                                                                                                                                                                                                                                                                                  | 7                                                                                                                                                                                                                         |

MONK, COFFIN & PAPINEAU,  
P. S. C.PROTHONOTARY'S OFFICE,  
Montreal, 25th April, 1863.

No. 7.—COMPARATIVE STATEMENT of the Costs of Registrar's Certificates.

| Costs of Registrar's Certificates in cases of Sale by the Sheriff, returned into the Superior Court for the District of Montreal, during the years 1861 and 1862. | \$    | cts. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------|
| In 1861 .....                                                                                                                                                     | 1,011 | 82   |
| In 1862 .....                                                                                                                                                     | 1,606 | 81   |

| Costs of Registrar's Certificates fyled in cases of Applications for Ratification of Title in the Superior Court for the District of Montreal, during the years 1861 and 1862. | \$ | cts. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|------|
| In 1861 .....                                                                                                                                                                  | 87 | 30   |
| In 1862 .....                                                                                                                                                                  | 77 | 90   |

REMARKS.

In 1861.—There were 37 cases or actions wherein lands were sold by the Sheriff, and 40 Certificates of Registrars fyled.  
 In 1862.—There were 71 cases or actions wherein lands were sold by the Sheriff, and 87 Certificates of Registrars fyled. In the months of January and February, 1862, as appears by Schedule No. 3, there were 9 cases of Registrars fyled, the costs of which amounted to \$877 64; and subsequent to the New Tariff of Fees allowed Registrars, in force in March, 1862, there were 78 Registrar's Certificates fyled, the costs whereof amounted to \$729 17.

In 1861.—There were 16 applications for Ratification of Title, and 16 Registrar's Certificates fyled. In 6 of those Certificates no Registrar's fees are mentioned.  
 In 1862.—There were 12 applications for Ratification of Title, and 12 Certificates of Registrar's fyled.

PROTHONOTARY'S OFFICE,  
 Montreal, 25th April, 1863.

MONK, COFFIN & PAPINEAU,  
 P. S. C.

No. 7.—ETAT COMPARATIF indiquant le coût des Certificats de Régistrateurs.

Coût des Certificats de Régistrateurs dans les cas de vente par le Shérif rapportés à la Cour Supérieure du District de Montréal, pendant les années 1861 et 1862.

|               |         |
|---------------|---------|
| En 1861 ..... | \$ cts. |
| En 1862 ..... | \$ cts. |

|               |         |
|---------------|---------|
| En 1861 ..... | \$ cts. |
| En 1862 ..... | \$ cts. |

Coût des Certificats de Régistrateurs dans les cas de demande de Ratification de Titre, à la Cour Supérieure du District de Montréal, pendant les années 1861 et 1862.

REMARKS.

En 1861—Il y a eu 37 causes ou actions dans lesquelles des terres ont été vendues par le shérif, et 40 certificats de régistrateurs ont été produits.  
 En 1862—Il y a eu 71 causes ou actions dans lesquelles des terres ont été vendues par le shérif, et 87 certificats de régistrateurs ont été produits. Dans les mois de janvier et février 1862, comme il a été produit par la cédule No. 3, il a été produit 9 certificats de régistrateurs, dont le coût s'est élevé à \$877 64; et depuis le nouveau tarif des honoraires accordés aux régistrateurs, mis en vigueur en mars 1862, il a été produit 78 certificats de régistrateurs, dont le coût s'est élevé à \$729 17.

En 1861—Il a été produit 16 demandes de ratification de titre, et 16 certificats de régistrateurs. Dans 6 de ces certificats les honoraires du régistrateur ne sont pas mentionnés.  
 En 1862—Il a été produit 12 demandes de ratification de titre, et 12 certificats de régistrateurs.

BUREAU DU PROTONOTAIRE,  
 Montréal, le 25 avril 1863.

MONK, COFFIN et PAPINEAU,  
 P. C. S.

RECAPITULATION of Schedules Nos. 1, 2, 3, 4, 5, 6, and 7, made by Messieurs Monk, Coffin & Papineau, Joint Prothonotary.

RÉCAPITULATION des Cédules Nos. 1, 2, 3, 4, 5, 6 et 7, faites par Messieurs Monk, Coffin et Papineau, Protonotaire conjoint.

SCHEDULE No. 1.

(CÉDULE No. 1.)

| Total number of actions wherein persons were collocated in judgments of distribution without filing oppositions or demandes.                                    | Total number of persons collocated in judgments of distribution of monies without filing oppositions or demandes on the part of persons collocated in conformity with the certificates of the Reg's.     | Total amount of collocations made without opposition or demandes on the part of persons collocated in 1862, in conformity with the certificates of Registrars.         | Number of persons collocated who have renounced. | Total amount of the sums to which the said persons so collocated have renounced, or to which the Court has decided that the said persons were not entitled. | Number of contestations of Registrars' Certificates and of Reports of Distribution which have taken place in consequence of the said collocations. | Amount of the costs incurred in the said contestations, both by the party collocated and by the party contesting.     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| (Nombre total d'actions dans lesquelles des personnes ont été colloquées dans les jugemens de distribution de deniers, sans déposer d'oppositions ou demandes.) | (Nombre total des personnes colloquées dans les jugemens de distribution de deniers, sans oppositions ou demandes par les personnes colloquées en 1862, conformément aux certificats des registrateurs.) | (Montant total des collocations qui ont été faites sans oppositions ou demandes par les personnes colloquées en 1862, conformément aux certificats des registrateurs.) | (No. de personnes colloquées qui ont renoncé.)   | (Montant total des sommes auxquelles ces personnes ainsi colloquées ont renoncé ou auxquelles la Cour a décidé que ces personnes n'avaient pas droit.)      | (Nombre des contestations de certificats de registrateurs et de rapports de distribution qui ont eu lieu en conséquence des dites collocations.)   | (Montant des frais encourus dans les dites contestations tant par la partie colloquée que par la partie contestante.) |
| 18                                                                                                                                                              | 24                                                                                                                                                                                                       | \$4,864 06                                                                                                                                                             | 4                                                | <p>This amount renounced without Order of Court.</p> <p>\$954 23</p> <p>Il a été renoncé à cette somme sans ordre de la Cour.</p>                           | <p>None.</p> <p>(Point.)</p>                                                                                                                       | <p>None.</p> <p>(Point.)</p>                                                                                          |

RECAPITULATION OF SCHEDULES.—Continued.

RECAPITULATION DES CÉDULES.—Suite.

SCHEDULES Nos. 2 AND 3.

(CÉDULES No. 2 ET 3.)

| Year.<br>(Année.) | Total number of actions wherein Certificates of Registrar were fyled.<br>(Nombre total d'actions dans lesquelles les certificats du registraire ont été produits.) | Total number of Registers' Certificates returned by the Sheriffs with Writs of Execution <i>de terre</i> .<br>(Nombre total de certificats de registraire rapportés par le shérif avec brefs d'exécution <i>de terre</i> .) | Total amount of costs of Registers' Certificates paid by the Sheriffs of the proceeds of sales of lands.<br>(Montant total du coût des certificats de registraire payé par le shérif sur le produit des ventes de terres.) | Total number of hypotheses referred to in Registers' Certificates.<br>(Nombre total d'hypothèques portées dans les certificats de registraire.) | Total number of oppositions <i>afin de conserver</i> fyled.<br>(Nombre total d'oppositions afin de conserver produites.) | Total amount of costs to attorneys (including disbursements) on fying the oppositions <i>afin de conserver</i> .<br>(Montant total des frais d'avocats (y compris les déboursés) sur production d'oppositions afin de conserver.) |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1861              | 37                                                                                                                                                                 | 40                                                                                                                                                                                                                          | \$1,011 82                                                                                                                                                                                                                 | 511                                                                                                                                             | 138                                                                                                                      | \$1,991 16                                                                                                                                                                                                                        |
| 1862              | 71                                                                                                                                                                 | 87                                                                                                                                                                                                                          | \$1,606 81                                                                                                                                                                                                                 | 1057                                                                                                                                            | 231                                                                                                                      | \$2,794 68                                                                                                                                                                                                                        |

REMARKS.—In 1861 there were 37 cases or actions wherein lands were sold by the Sheriff, and 40 Certificates of Registrars fyled.

— In 1862 there were 71 cases or actions wherein lands were sold by the Sheriff, and 87 Certificates of Registrars fyled. In the months of January and February, 1862, as appears by Schedule No. 3, there were 9 Certificates of Registrars fyled, the costs of which amounted to \$877.64, and, subsequent to the new Tariff of Fees allowed Registrars, in force in March, 1862, there were 78 Registers' Certificates fyled, the costs whereof amounted to \$729.17.

(REMARKS.—En 1861, il y a eu 37 causes ou actions dans lesquelles les terres ont été vendues par le shérif, et 40 certificats de registraire ont été produits.)

— En 1862, il y a eu 71 causes ou actions dans lesquelles les terres ont été vendues par le shérif, et 87 certificats de registraire ont été produits. Dans les mois de janvier et février 1862, comme il apparaît par la cédule No. 3, il a été produit 9 certificats de registraire, dont le coût s'est élevé à \$877.64; et depuis le nouveau tarif des honoraires accordés aux registraire, mis en vigueur en mars 1862, il a été produit 78 certificats de registraire, dont le coût s'est élevé à \$729.17.)

RECAPITULATION OF SCHEDULES—Continued. | (RÉCAPITULATION DES CÉDULES—Suite.)  
 SCHEDULES Nos. 4 AND 5. | (CÉDULES Nos. 4 ET 5.)

| Year.<br>(Année.) | Total No. of applications for confirmations of titles where Certificates of Registrars were fyled.                  | Total number of Registrars' Certificates fyled by applicants for ratification of title.                      | Total amount of costs of Registrars' Certificates fyled in cases of ratification of title.                  | Total number of hypothecs referred to in Registrars' Certificates.          | Total No. of Oppositions <i>afin de conserver.</i>      | Total amount of costs to attorneys (including disbursements) on fying the oppositions <i>afin de conserver.</i>        |
|-------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
|                   | (No. total de demandes de ratification de titre dans lesquelles il a été produit des certificats de registrateurs.) | (No. total de certificats de registrateurs produits par les personnes demandant des ratifications de titre.) | (Montant total du coût des certificats de registrateurs produits dans les causes de ratification de titre.) | (Nombre total d'hypothèques portées dans les certificats de registrateurs.) | (Nombre total d'oppositions <i>afin de conserver.</i> ) | (Montant total des frais d'avocats (y compris les déboursés) sur productions d'oppositions <i>afin de conserver.</i> ) |
| 1861              | 16                                                                                                                  | 16                                                                                                           | \$87 30                                                                                                     | 79                                                                          | 7                                                       | \$73 66                                                                                                                |
| 1862              | 12                                                                                                                  | 12                                                                                                           | \$77 90                                                                                                     | 60                                                                          | 8                                                       | \$116 65                                                                                                               |

REMARKS.—In 1861—There were 16 applications for Ratification of Title and 16 Registrars' Certificates fyled. In 6 of these Certificates no Registrar's Fees are mentioned.  
 — In 1862—There were 12 applications for Ratifications of Title and 12 Certificates of Registrars fyled.

REMARKS.—En 1861—Il a été produit 16 demandes de ratification de titre, et 16 certificats de registrateurs. Dans 6 de ces certificats les honoraires de registrateurs ne sont pas mentionnés.  
 — En 1862—Il a été produit 12 demandes de ratification de titre, et 12 certificats de registrateurs.)

SCHEDULE No. 6.

COMPARATIVE Statement of the number of Contestations of Distributions of Monies made in the Superior Court for the District of Montreal during the years 1858, 1859, 1860, 1861 and 1862.

(CÉDULE No. 6.)

(État comparatif du nombre des contestations des distributions de deniers faites dans la Cour Supérieure du district de Montréal, durant les années 1858, 1859, 1860, 1861 et 1862.)

|             |       |       |       |       |       |
|-------------|-------|-------|-------|-------|-------|
| —           | 1858. | 1859. | 1860. | 1861. | 1862. |
| Total ..... | 14    | 6     | 9     | 4     | 7     |

RECAPITULATION OF SCHEDULES.—Continued.  
(RÉCAPITULATION DES CÉDULES.—Suite.)

SCHEDULE No. 7.  
(CÉDULE No. 7.)

| Costs of Registrars' Certificates in cases of Sale by the Sheriff. |                  | REMARKS. |                  | Costs of Registrars' Cert. fyled in cases of Ratification of Title. |                  | REMARKS. |                  |
|--------------------------------------------------------------------|------------------|----------|------------------|---------------------------------------------------------------------|------------------|----------|------------------|
| Year.                                                              | Total Amount.    | Year.    | Total Amount.    | Year.                                                               | Total Amount.    | Year.    | Total Amount.    |
| (Année.)                                                           | (Montant total.) | (Année.) | (Montant total.) | (Année.)                                                            | (Montant total.) | (Année.) | (Montant total.) |
| 1861                                                               | \$1011 82        | 1861     | \$87 30          | 1861                                                                | \$87 30          | 1861     | \$87 30          |
| 1862                                                               | \$1606 81        | 1862     | \$1606 81        | 1862                                                                | \$77 90          | 1862     | \$77 90          |

In 1861—There were 37 cases or actions wherein lands were sold by the Sheriff, and 40 Certificates of Registrars fyled.  
In 1862—There were 71 cases or actions wherein lands were sold by the Sheriff, and 87 Certificates of Registrars fyled. In the months of January and February, 1862, as appears by Schedule No. 3, there were 9 Certificates of Registrars fyled, the costs of which amounted to \$877.64, and, subsequent to the new Tariff of Fees allowed Registrars, in force in March, 1862, there were 78 Registrars' Certificates fyled, the costs whereof amounted to \$729.17.

(REMARKS.)

(En 1861—Il y en 37 causes ou actions dans lesquelles des terres ont été vendues par le shérif, et 40 certificats de registrateurs ont été produits.)  
(En 1862—Il y en 71 causes ou actions dans lesquelles des terres ont été vendues par le shérif, et 87 certificats de registrateurs ont été produits. Dans les mois de janvier et février 1862, comme il appert par la cédule No. 3, il a été produit 9 certificats de registrateurs, dont le coût s'est élevé à \$877.64; et depuis le nouveau tarif des honoraires accordés aux registrateurs, mis en vigueur en mars 1862, il a été produit 78 certificats de registrateurs, dont le coût s'est élevé à \$729.17.)

In 1861—There were 16 applications for ratification of title and 16 Registrars' Certificates fyled. In 6 of those Certificates no Registrar's Fees are mentioned.  
In 1862—There were 12 applications for ratification of title and 12 Certificates of Registrars fyled.

(REMARKS.)

(En 1861—Il a été produit 16 demandes de ratification de titre, et 16 certificats de registrateurs. Dans 6 de ces certificats les honoraires du registrateur ne sont pas mentionnés.  
En 1862—Il a été produit 12 demandes de ratification de titre et 12 certificats de registrateurs.)

MONK, COFFIN & PAPINEAU,  
P. S. C.

PROTHONOTARY'S OFFICE,  
Montreal, 25th April, 1863.

# RETURN

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 23rd instant, praying His Excellency to cause to be laid before the House "a copy of the Commission "lately issued appointing a Queen's Printer."

By Command.

J. O. BUREAU,

*Secretary.*

SECRETARY'S OFFICE,

Quebec, 28th April, 1863.

ROYAL LETTERS PATENT APPOINTING GEORGE DESBARATS AND MALCOLM CAMERON, QUEEN'S PRINTER AND LAW PRINTER, PROVINCE OF CANADA.

Province of }  
Canada. }

MONCK.

VICTORIA, by the Grace of GOD, of the United Kingdom of *Great Britain and Ireland*,  
QUEEN, Defender of the Faith, &c., &c., &c.

To GEORGE DESBARATS, Esquire, and The Honorable MALCOLM CAMERON,

GREETING :

KNOW YE, that having full confidence in your loyalty, integrity and ability, We have Constituted and Appointed, and by these Our Royal Letters Patent do Constitute and Appoint you, the said GEORGE DESBARATS, and you the said MALCOLM CAMERON, to be jointly Our Printer and Law Printer, in and for Our Province of Canada, and to print for Us all Acts of the Provincial Parliament and other Public Documents and Acts, which are to have force and effect throughout the whole of Our said Province, or which may regard the same, and which of right ought to be printed by Our Law Printer, in and for the same. To Have and To Hold unto you the said GEORGE DESBARATS, and you the said MALCOLM CAMERON, jointly the said Office of Our Printer and Law Printer, with all and singular the rights, privileges, profits and emoluments of the said Office, appertaining or which of right ought to appertain for and during our Royal pleasure.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Province to be herunto affixed : WITNESS Our Right Trusty and Well-Beloved Cousin, the Right Honorable CHARLES STANLEY, VISCOUNT MONCK, Baron Monck of Ballytramm, in the County of Wexford, Governor General of British North America, and Captain-General and Governor-in-Chief in and over Our Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c., &c., &c. At Quebec, this Twentieth day of April, in the year of Our Lord, one thousand eight hundred and sixty-three, and in the Twenty-sixth year of Our Reign.

By Command.

J. O. BUREAU,

*Secretary.*

Recorded 20th April, 1863.

WM. KENT,

*Deputy Registrar.*

## No. 93.

Return to an Address of the Legislative Assembly, dated 19th March, 1863, For papers relative to the contract of Sinclair & Skelsey for building Court Houses in Lower Canada.

By Command.

J. O. BUREAU,  
Secretary.

Secretary's Office,  
29th April, 1863.

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No. 93.

Return to an Address of the Legislative Assembly, dated the 22nd April, 1863, For information respecting building of Court Houses in Lower Canada.

By Command.

J. O. BUREAU,  
Secretary.

Secretary's Office,  
4th May, 1863.

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

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No. 94.**R E T U R N**

To an Address of the Honorable the Legislative Assembly, dated 13th April, 1863, "for information respecting Excise Duties in 1862."

By Command.

J. O. BUREAU,  
Secretary.

SECRETARY'S OFFICE,  
30th April, 1863.

FINANCE DEPARTMENT,  
Quebec, 28th April, 1863.

SIR,—In accordance with the command of His Excellency the Governor General, conveyed to me by the enclosed reference of an address from the Legislative Assembly of the 13th instant, I have the honor to transmit to you, herewith, the statements therein called for.

I have the honor to be, sir,  
Your obedient servant,

W. P. HOWLAND.

The Honorable Provincial Secretary,  
&c., &c., &c.,  
Quebec.

MALT LIQUOR, 1862.

Return of Malt Liquor manufactured, and of Duties accruing thereon.  
Canada, 1862.

|                                     | Quantity. | Duty.        |
|-------------------------------------|-----------|--------------|
|                                     | Gallons.  | \$ cts.      |
| From January 1st to June 8th.....   | 3,345,086 | 33,450 85    |
| From June 9th to June 30th.....     | 226,810   | 2,268 10     |
| From July 1st to December 31st..... | 2,348,400 | 70,452 00    |
| Total for the year.....             | 5,920,296 | \$106,170 95 |

SPIRITS, 1862.

Return of Spirit distilled, and of Duties accruing thereon. Canada, 1862.

|                                     | Quantity. | Duty.        |
|-------------------------------------|-----------|--------------|
|                                     | Gallons.  | \$ cts.      |
| From January 1st to June 8th.....   | 1,989,163 | 119,349 73   |
| From June 8th to June 30th.....     | 264,757   | 15,885 42    |
| From July 1st to December 31st..... | 1,561,153 | 234,172 97   |
| Total for the year.....             | 3,815,073 | \$349,408 17 |

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## RETURN

To An Address of the Honorable the Legislative Assembly, dated 27th February, 1863, For copies of correspondence respecting Ocean Mail Service.

By Command,

J. O. BUREAU,  
*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 30th April, 1863.

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(Copy.)

MONTREAL, 11th April, 1862.

MY DEAR SIR,—Will you be good enough to say whether, in the new steamers we are about to build for the Mail Line, you will be satisfied with duplicates of the *Hibernian* and *Norwegian*? Of course you understand that I do not desire to bind you officially to anything regarding the line by this question; but as I have determined to build immediately, I would like to do so in the manner you would like best; and as these vessels have been eminently successful, I think we cannot do better than repeat them.

(Signed,)

HUGH ALLAN.

The Honorable Sidney Smith, &c., &c.

---

(Copy.)

MONTREAL, 19th April, 1862.

SIR,—I have the honor to state that a notice has been served on us by Mr. J. G. Gagnon, Inspector of steamers for Quebec, to the effect that he intends to bring all our steamships of the Mail Line under his inspection, and make them subject to the provisions of the Provincial Act.

When that Act was passed, it was distinctly arranged between the Honorable E. P. Taché, the Honorable Mr. Vankoughnet, on the part of the Government, and myself, that as all steamers sailing from Great Britain were thoroughly and stringently inspected before sailing, they would be exempted from the operation of the Provincial Act, and I understood the 36th section was introduced for that purpose.

Will you, therefore, please have instructions issued to Mr. Gagnon to desist from his proposed purpose?

(Signed,)

HUGH ALLAN.

The Honorable Sidney Smith, &c., &c.,  
Postmaster General.

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(Copy.)

P. O. DEPARTMENT, 21st April, 1862.

SIR,—I am directed to acknowledge the receipt of your letter of 19th instant, and in reply am to say that the Postmaster General has nothing whatever to do with the inspection of steamships, or the duties of Inspectors.

Instead of objecting to the inspection by Mr. Gagnon, the Postmaster General supposed you would eagerly embrace so favorable an opportunity of affording to the public the assurance that every possible precaution would be taken to prevent the recurrence of such lamentable accidents as those which befel the *Canadian* and *North Briton*.

The Postmaster General does not think the 36th section of the Inspection Act bears the interpretation put upon it by you.

(Signed,)

WM. WHITE,  
Secretary.Hugh Allan, Esq.,  
Montreal, C. E.

(Copy.)

QUEBEC, 1st May, 1862.

MY DEAR SIR,—With reference to our conversation of to-day on the subject of inspection of the steamers, I beg to remind you that I object to the expense to which we would be subjected by even nominally coming under Provincial inspection.

You will, therefore, please make such arrangements so that whatever may be nominally done, we must not actually be interfered with.

(Signed,)

HUGH ALLAN.

The Hon. Sidney Smith, &amp;c., &amp;c.

If it would be any object to the Department, I would offer to carry mails for you by the Glasgow line of steamers free of any charge whatever, they being certified as mail steamers.

They sail on the alternate Wednesdays from each side, and would on these weeks give a semi-weekly mail.

(Signed,)

H. A.

(Copy.)

1st MAY, 1863.

SIR,—I am directed by the Postmaster General to call upon you for explanation with regard to the recent disastrous voyage of the *Anglo Saxon* from Portland to Liverpool, caused by the failure of her shaft.

It appears that the *Anglo Saxon* left Portland with her shaft in a defective state, and information has reached the Postmaster General that the defect had existed for some time previously, and that the steamship had, in fact, been run for several voyages with the risk of the accident which at last occurred, constantly impending.

Moreover, the Postmaster General would desire to know why, under such circumstances, when the steamer in going round the south coast of Ireland instead of the north, passed close to Queenstown, the mails were not landed there?

(Signed)

W. H. GRIFFIN,  
Deputy Postmaster General.Hugh Allan, Esq.,  
Montreal, C. E.

(Copy.)

MONTREAL, 5th May, 1862.

SIR,—I have the honor to acknowledge the receipt of your letter dated 1st instant, making enquiry as to the breaking of the *Anglo Saxon's* screw shaft on her last passage to England, and asking why, having taken the passage south of Ireland, the captain did not land the mails at Queenstown.

In answer to the first enquiry, I beg to say that when the *Anglo Saxon* was first built, the person who inspected her on behalf of the owners before she was received, pointed out

an apparent flaw on the screw shaft, but said he did not know whether it was a real defect or only a surface crack. In order, however, to satisfy ourselves in regard to it, a regular survey was held, and the surveyors declared that in their opinion it was not a matter of any consequence, and decided that the owners were to receive the steamer as she was. Ever since that time, a period of seven years, the attention of the engineer has been, from time to time, directed to this shaft, but no change was apparent till last passage out. On arrival of the steamer at Portland, Captain Graham reported to us that the flaw had opened a little, but that the engineer entertained no doubt of its carrying the steamer back to England by driving her moderately.

We directed him to do so, and we kept a portion of cargo out of her so as to strain the shaft as little as possible. It did carry her safely till the steamer was within one day's sail of Ireland, when meeting with a heavy gale of easterly wind, and the steamer pitching heavily, the shaft finally gave way. Every exertion was made to repair the injury, and a very few hours only elapsed before the vessel was under way with one engine working.

She arrived safely at Liverpool, and within about thirty hours of the New York steamer which sailed five hours before the *Anglo Saxon*. Under these circumstances I think the voyage can scarcely be said to have been very disastrous.

As regards the second question, why the mails were not landed at Queenstown, I have not at present any positive information, but the steamer herself will be here in about two weeks, and I will ascertain and advise you.

(Signed,)

HUGH ALLAN.

W. H. Griffin, Esq.,  
Deputy Postmaster-General, Quebec.

(Copy.)

2nd May, 1862.

SIR,—The winter mail service from Portland having terminated, the Postmaster General directs me to request that you will be good enough to cause the enclosed statement to be completed, with respect to the number of passengers and quantity of freight conveyed by the steamers from Portland, since the 2nd March, and returned to him at your earliest convenience.

(Signed,)

WM. WHITE,  
Secretary.

Hugh Allan, Esq.,  
Montreal, C. E.

(Copy.)

MONTREAL, 5th May, 1862.

SIR,—I beg to acknowledge the receipt of your letter dated 2nd instant, asking for a completed statement of the freight and passengers which have left Portland by our steamers during last winter. As soon as the necessary Returns are received from Portland, the document will be completed and sent to you.

(Signed,)

HUGH ALLAN.

William White, Esq.,  
Secretary,  
Post Office Department, Quebec.

(Copy.)

8th July, 1862.

SIR,—It would be an improvement on the present plan of putting the mails on board the ocean steamers on Saturdays, if you could arrange that the Montreal and Western mail, arriving by special trains at Point Levi, about 7.30 a.m., should be placed directly on board,

whenever the position of the Ocean Steamer in the stream may render it of easy accomplishment. The result would be of two-fold advantage : first, that time would be afforded for the checking and stowing away of the mails before the commencement of the confusion probably unavoidably attendant on the embarkation of the passengers and their baggage ; and secondly, the recurrence would be avoided of what took place last Saturday, when the Montreal and Western mails were carried backward and forward several times by the tender between Point Levi and the Quebec wharf, before being carried to the steamship, the captain of the tender refusing to place these mails on board, until he went off with the passengers at nine o'clock, though at the time the *Jura* was, I am told, but a very short distance down the stream.

(Signed,)

W. H. GRIFFIN,  
Dy. P. M. Genl.Hugh Allan, Esq.,  
Montreal.

(Copy.)

MONTREAL, 10th July, 1862.

SIR,—In reply to your letter of 8th inst. (received this day), I beg to say that I suggested to Mr. Tibbitts, on Saturday last, the plan of running direct alongside the Ocean Steamer with the mails on his way over from Point Levi, after the arrival of the train from the West on the Saturday mornings. His reply was, that on that trip he was not under our control, and would not do so, unless the Post Office authorities would pay him for it. He did not give me to understand that he incurred any important loss either of time or money in doing it, but, in short, he wished to be paid.

We already give him five pounds for his work for us on the Saturdays, which, he admits, is ample for the service, but I will try to bring influence to bear on him through Mr. Brydges.

(Signed,) HUGH ALLAN.

W. H. Griffin, Esq.,  
D. P. M. General, Quebec.

(Copy.)

No. 202.

11th July, 1862.

SIR,—In reply to your letter of the 10th inst., I am to say that the Postmaster-General will be glad that you should, by any means, remedy the evil noticed in my previous letter, but it seems to him that you should secure such direct control of the tender you employ, as would enable you to carry out whatever arrangements may be necessary for transferring the mails from shore to steamer in a satisfactory manner.

(Signed,)

W. H. GRIFFIN,  
Dy. P.M.General.Hugh Allan, Esq.,  
Montreal.

(Copy.)

MONTREAL, 12th July, 1862.

SIR,—I beg to acknowledge receipt of your letter of yesterday's date, with reference to which, I am glad to learn from our Quebec agents that Mr. Tibbitts has agreed to put the mails on board the steamer on the way over from Point Levi when the train arrives, which so far settles the question. But I beg to remind you that on that trip the tender is not in our service, and that it is not in our employ that the mails are brought from Point Levi. I understood Mr. Tibbitts to say that he was then in your service, and answerable only to you for whatever treatment the mails might receive.

We employ his boat only to take the mails and passengers from Quebec and put them alongside the steamer, and this is all the obligation he acknowledges to us. I mention

this merely to explain why we cannot exercise any direct control over the tender, except on the trip when she is in our service.

(Signed,) HUGH ALLAN.

W. H. Griffin, Esq.,  
Depty. P. M. General.

(Copy)

10th July, 1862.

SIR,—On the arrival of the *Nova Scotian* at the port of Liverpool on the 30th May, she did not go alongside the landing stage, but prepared to go at once into dock, the tide just serving for the purpose; but as there was a probability of some delay in the process in consequence of two vessels being in the act of coming out, the mail officer asked Capt. Ballantine to land the mails—seven bags—by ship's boat; the Captain replied that he could not; that he had no means of doing so; the ship being in charge of the Pilot.

The result was that the mails were delayed an hour in landing, which apparently might have been saved by the very moderate exertion of lowering a boat.

(Signed,) W. H. GRIFFIN,  
D'y. P. M. General.

Hugh Allan, Esq.,  
Montreal, C. E.

(Copy)

MONTREAL, 12th July, 1862.

SIR,—I am this day in receipt of your letter dated 10th instant, informing me that on the arrival of the *Nova Scotian* at Liverpool on the 30th May, an hour's delay took place in landing the mails, owing to the steamer going into dock in place of running alongside the landing stage, and that this might have been avoided if Captain Ballantine had complied with the request of the mail officer and lowered a boat for the purpose, the Captain declaring that he could not do so, owing to the steamer being under charge of the Pilot. The *Nova Scotian* has been here and sailed again since the date of this occurrence, but as I had not previously heard of it till the receipt of your letter, I did not ask Captain Ballantine for any explanation. The first time he returns, however, I will not fail to do so, and again communicate with you on the subject.

(Signed,) HUGH ALLAN.

W. H. Griffin, Esq.,  
&c., &c., &c.,  
Deputy P. M. General.

(Copy)

MONTREAL, 6th August, 1862.

SIR,—Referring to your letter dated 10th July, complaining of delay on the part of Captain Ballantine in landing the mails from the *Nova Scotian*, at Liverpool, on 30th May last, I now enclose copy of his letter to me in explanation of the matter, to which I beg to direct your attention.

(Signed,) HUGH ALLAN.

W. H. Griffin, Esq.,  
&c., &c., &c.,  
Dep. Postmaster General.

(Copy.)

MONTREAL, 3rd August, 1862.

SIR,—I beg to acknowledge receipt of your letter of yesterday's date, enclosing a complaint from the Postmaster-General against me for one hour's detention of the mails on my arrival at Liverpool, on the 30th of May last. I confess to a good deal of surprise at this complaint, there being no ground whatever for it, as you will see by the following statement of facts:—On that day we passed the Rock Light-house at 12.5 a. m., and it was high-water at the Pier Head at 12, exactly, and the dock gates are always shut at one hour precisely after high-water. We arrived opposite the dock gates at 12.20, and we then found there was two ships coming out, which would detain us a short while. About this time Mr. Barlee, the mail officer, asked me if it would save time to lower a boat and land the mails at one of the landings, or put them ashore on the Huskisson wall; I replied that there would be a decided loss of time by either plan. As regards the boat, there are so many steamers and vessels moving about the dock entrances at high water, and the tide runs so strong, that in addition to the great risk, the chance of delay for half an hour was nearly certain; and to land them on the Huskisson wall, when all the locks and bridges communicating with the town were open, would have been to incur certain delay. I explained these points to Mr. Barlee, who seemed quite satisfied, and thanked me for the advice and information. The steamer was got into the Wellington Basin at one o'clock, and the gate immediately shut,—her bow was immediately breasted to the wall, and the mails landed;—and I assert that they, by that means, reached the Post-Office sooner than they would have done either by being put into a boat, or landed at the Huskisson wall. So far, therefore, from losing time to the extent of an hour, which you will see from the above facts was impossible, I am confident there was not a minute lost, and have no doubt Mr. Barlee thought so too at the time, otherwise he would have complained of delay, which he never did; and the first intimation I have had of it was in your letter.

I am quite as anxious as any mail officer can be for the earliest possible delivery of the mails; and if I had thought that putting them into a boat would have expedited them in any way, I would not have hesitated an instant in doing so; but I was convinced then, and am now, that no advantage, but the contrary, would have attended the proceeding.

(Signed,)

WM. BALLANTINE.

Hugh Allan,  
Montreal, C. E.

(Copy.)

2nd October, 1862.

SIR,—I have the honor to request that payment may be made to me of the amount due me on 30th September, \$104,000.00, under the contract for carrying the mails to and from Liverpool.

I have the honor to be, sir,

Your obedient servant,

HUGH ALLAN.

The Honorable M. H. Foley,  
Postmaster General, Quebec.

(Copy.)

3rd October, 1862.

SIR,—I have to acknowledge the receipt of your letter of the 2nd inst., requesting the payment of \$104,000.00 for conveying the mails to and from Liverpool to 30th September, and in reply, beg to inform you that the Postmaster General is, at present, absent from Quebec, but that, on his return, your letter will be submitted to him.

(Signed,)

WM. WHITE,  
Secretary

Hugh Allan, Esq.  
Montreal, C. E.

(Copy.)

MONTREAL, 23rd October, 1862.

SIR,—With reference to the terms of the receipt which the Postmaster General required me to give for the quarter's subsidy due on 30th September, and also that for the previous quarter, I beg again to say that it was not voluntarily given by me, but under compulsion, and because I could not otherwise have got the money.

I repeat that I do not admit that any infraction of the terms of the contract has ever occurred, and that I have always fully carried it out both in its letter and in its spirit.

I have the honor to be, sir,

Your obedient servant,

(Signed,)

HUGH ALLAN.

Wm. White, Esq.,

Secretary P. O. Department, Quebec.

(Copy.)

25th November, 1862.

SIR,—A communication has been received by this Department from the General Post Office, London, England, stating that, after the embarkation of the mails intended for transmission by the *Bohemian*, which sailed for Londonderry on the 17th ult., a detention of several hours was sustained in order to admit of the arrival of passengers for Canada, brought by the Scotch steamer to Belfast, and I am directed to request that you will be good enough to afford any explanation you may desire to offer with regard to this detention.

(Signed,)

Wm. WHITE,

Secretary.

Hugh Allan, Esq.,

Montreal, C. E.

(Copy.)

MONTREAL, 29th November, 1862.

SIR,—In reply to your letter dated 25th inst., asking an explanation of a short delay in the sailing from Moville of the steamship *Bohemian*, on her last voyage, after the mails were embarked, I beg to enclose copy of a letter from our agents in Glasgow, which, I cannot doubt, will be satisfactory to the Postmaster General. From that letter you will observe that the delay in question was only of *two hours'* duration, and arose from the mails having been sent forward by an unusual route, and arriving at Derry before the passengers. The agent there did not like to take on himself the responsibility of sending away the steamer without the passengers, knowing them to be close at hand, and the disappointment they would experience if they lost the steamer. He, however, telegraphed to Glasgow for instructions, but too late to be of any avail. I may mention incidentally that even if the steamship had sailed two hours earlier than she did, it would have been of no advantage to her, inasmuch as a furious gale of wind prevailed at the time, and continued all night, during which the steamer made little progress.

(Signed,)

HUGH ALLAN.

Wm. White, Esq.,

Secretary Genl. P. O.

(Copy.)

GLASGOW, 22nd October, 1862.

Messrs. EDMONSTONE, ALLAN & Co.,

Montreal.

DEAR SIRS,—In case any complaint be made by the Post Office authorities in this country to the Postmaster General of Canada, respecting a short delay that occurred in th

transmission of the *Bohemian's* mails from Derry to Moville, on Friday, the 17th inst., we give the following explanation of the circumstances under which the detention took place.

On Thursday, the 16th instant, a very severe gale from S.W. prevailed in the Channel, which so much delayed the mail-steamer *Stay* between Glasgow and Belfast, that instead of arriving at the latter port at the usual hour (4.30 a.m.) she did not reach Belfast till 10 a.m. on Friday, thus causing the Scotch mail for the Canadian steamer to be too late, not only for the 6 a.m. but also for the 9.30 a.m. train from Belfast. Mr. Munn, our agent at Derry, telegraphed to us enquiring if he would delay the tender then in waiting at Derry, until the Scotch mails arrived, to which we replied, desiring him to do so, and requesting him also to see that the Scotch passengers who had gone over with the mail steamer *viâ* Belfast should be got on board the *Bohemian*. We were then under the impression that the Scotch mail would be sent by the two p.m. train from Belfast, arriving at Londonderry at 6.15 p.m. on Friday. It turned out, however, that in order to expedite the arrival of the Scotch mail at Derry, the Post Office authorities at Belfast had forwarded it *viâ* Omagh, thereby providing for its arrival at 3.30 p.m. at Derry, simultaneously with the English mail transmitted *viâ* Dublin. On ascertaining that the mails would thus reach Derry two hours before the Scotch passengers could arrive by railway at 6.15 p.m., Mr. Munn again telegraphed to us asking whether he would keep the tender waiting for the Scotch passengers; but as the message did not reach us till 5.30 p.m. on Friday, we could not send a reply that would be received in Derry before the passengers would arrive, and therefore did not send any instructions on the subject.

Mr. Munn consequently kept the tender in waiting until 6.15 p.m., when the mails and passengers being on board, they were conveyed to the *Bohemian* at Moville, and the latter proceeded on her voyage at 9 p.m. on Friday, in the face of a heavy westerly gale.

From what we have stated you will observe that the delay, only about two hours, was occasioned in the first instance by the late arrival of the mail steamer at Belfast, and as her detention was caused by the fearful state of the weather, we trust the Postmaster General will be satisfied with the explanation we have given.

We are, Dear Sirs,  
Yours truly,  
J. & A. ALLAN.

(Copy.)

MONTREAL, 28th January, 1863.

The Hon. M. H. FOLEY,  
Postmaster-General,  
Quebec.

SIR,—I have this day received from the Inspector of the Post Office here, the Receiver General's check on the bank of Upper Canada for the quarter's subsidy till 1st January, under the Ocean Mail Contract, for which check I was constrained to sign a receipt admitting that the payment is made under protest, and consenting that the Government may take measures for alleged breaches of contract. That receipt was obtained from me under compulsion, as I was informed that unless I signed it the money would not be paid to me; and I now again declare that no breaches of the contract have ever been made by me; that there is no ground whatever for the payment under protest, and that I do not, and will not, hold myself liable for the terms and conditions in which the receipt is written. I had to accept the money and sign the receipt in order that I might be able to meet the payments on the new steamer now building for the line.

(Signed,) HUGH ALLAN.

(Copy.)

No. 276.

21st February, 1863.

SIR,—With reference to the various interviews had between you, the Attorney General for Upper Canada and the Postmaster General, as to the terms on which your Company would be willing to enter into a new contract for the performance of the Ocean Mail service, I am directed by the Postmaster General to request that you will, at your earliest convenience, formally address him on the subject, stating such final proposition as you may have to offer.

(Signed, W. H. GRIFFIN,  
Deputy Postmaster General.

Hugh Allan, Esq.,  
Montreal, C. E.

MONTREAL, 2nd March, 1863.

DEAR SIR,—Will you be good enough to say to the Postmaster General that if the Government will let our contract run on to its termination, I will bind myself to build, and put into the service, as soon as the vessel can be built, another new steamship, of equal power and dimensions to the *Peruvian* now building for us?

The service would then be performed by the new steamers :

|                 |                                                          |
|-----------------|----------------------------------------------------------|
| “ Peruvian,”    | } This line would be<br>unsurpassed in every<br>respect. |
| “ Norwegian,”   |                                                          |
| “ Hibernian,”   |                                                          |
| “ Jura,” and    |                                                          |
| “ Anglo-Saxon,” |                                                          |

leaving us spare steamers, to be used only when necessary, the

|                        |                  |
|------------------------|------------------|
| “ Bohemian,”           | “ Nova Scotian,” |
| “ North American,” and | “ Damascus.”     |

The contract for the “ Peruvian ” is £82,000 sterling, and the new one might cost a little more, as prices have advanced.

Better to do this and have the service performed in first-rate style than spoil it by starvation.

I will enter into an engagement to carry out this, if it is agreed to, rather than a reduction.

Yours truly,  
(Signed, HUGH ALLAN.

W. H. Griffin, Esq.,  
Quebec.

## RETURN

To An Address from the Legislative Assembly to His Excellency the Governor General, dated the 5th ultimo, praying His Excellency to cause to be laid before the House, "1st, A statement of all roads, harbours, or other works originally constructed by the Province, and subsequently sold or transferred to municipalities, private companies or individuals. Secondly, when any such road, harbour, or other work is owned by a company, the names of the stockholders comprising such company, and the amount of stock held by each. Thirdly, the price and terms on which any such road, harbour, or other work was sold, the names of the sureties (if any), or the nature of the security (if any) given by the purchaser or purchasers for the payment of the same, and whether any such surety has been discharged, or such surety cancelled, and if so, when, and by what authority. Fourthly, whether any modification of the original terms of purchase and sale of any such road, harbour, or other work, has been agreed to by the Province, and if so, when and by what authority. Fifthly, a statement of all moneys received by the Province on account of the sale of every such road, harbour, or other work, and the date or dates of the receipts of such payments, together with the amounts, including principal and interest, now due on account of every such sale, respectively; and, lastly, all other available information relating to such roads, harbours, or other works, not specified in this Address."

By Command.

J. O. BUREAU,

*Secretary.*

SECRETARY'S OFFICE,

Quebec, 30th April, 1863.

STATEMENT of Harbours, &c., sold to private companies and individuals, shewing the date, price, and terms of sale, names of the original sureties, and nature of the security given by the purchasers for the payment of ten per cent. of the purchase money; shewing also, the amount accrued up to 31st December, 1862, for interest; the amounts received on account of principal and interest; together with the amounts due thereon for principal and interest at the above date, and the number and amount of instalments yet to mature.

SHewing further, in the remarks herewith annexed, the date, and by what authority the original sureties were discharged from such surety, and modification of the original terms of sale.

| Nos | WORKS.<br>—<br>HARBOURS.                                                        | Purchasers.                                                                                                                            | Date of Sale. | Price agreed to be paid. | Names of the original Sureties. |
|-----|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------------|---------------------------------|
| 1   | The Coburg Harbour.....                                                         | The Coburg Harbour Company .....                                                                                                       | 1850, July 1  | \$ 16000 00              | .....                           |
| 2   | The Port Dover Harbour...                                                       | Port Dover Harbour Company, assigned to the Woodstock and Lake Erie Railway and Harbour Company, per Order in Council, 22 March, 1854. | 1850, Oct. 15 | †30400 00                | John White                      |
| 3   | The Whitby Harbour, and the Road leading thereto, including the Narrows Bridge. | The Port Whitby and Lakes Scugog, Simcoe and Huron Road Company. James Rowe, President.                                                | 1850, Oct. 15 | †30400 00                | P. Perry & Jas. Rowe.           |
| 4   | The Oakville Harbour.....                                                       | R. K. Chisholm .....                                                                                                                   | 1850, June 30 | †10000 00                | .....                           |
| 5   | The Rondeau Harbour .....                                                       | Rondeau Harbour Company.....<br>E. Learned, President.                                                                                 | 1850, July 1  | ‡8004 00                 | .....                           |

\* Purchase money payable in 10, 15 and 20 years, with interest at the rate of 6 per cent. per annum.  
 † Purchase money payable in annual instalments of 5 per cent. each, commencing 15 October, 1852, with interest at 5 per cent. per annum on the whole of the purchase money, or so much as may be due.  
 ‡ Purchase money payable in annual instalments of 10 per cent. each, with interest at 6 per cent. per annum on purchase money, or balance due.  
 § Purchase money payable in annual instalments of 5 per cent., with interest at 5 per cent. per annum on the purchase money, or balance due.

| Nature of the Security given. | Interest accrued on Sales, &c., to 31 Dec., 1862. | Cash received. |           | Amounts due 31 December, 1862. |                                          | Total amount due for Principal and Interest. | Number and amount of Instalments yet to mature. |                                                             |
|-------------------------------|---------------------------------------------------|----------------|-----------|--------------------------------|------------------------------------------|----------------------------------------------|-------------------------------------------------|-------------------------------------------------------------|
|                               |                                                   | Principal.     | Interest. | Principal.                     | Interest.                                |                                              |                                                 | \$ cts.                                                     |
|                               | \$ cts.<br>Up to July 1, 1859.<br>\$9530 47       | \$ cts.        | \$ cts.   | \$ cts.                        | \$ cts.<br>On 8 July, 1859.<br>\$5210 47 | \$ cts.<br>On 8 July, 1859.<br>\$5210 47     |                                                 | 16000 00                                                    |
| ** Lands in Trafalgar.        | 20651 43                                          | 3040 00        | 7220 00   | 13680 00                       | 13431 43                                 | 27111 43                                     | 9                                               | 13680 00                                                    |
| ** Lands in Whitby.           | 48334 82                                          | 16080 00       | 19344 34  | 28140 00                       | 28990 48                                 | 57130 48                                     | 9                                               | 36180 00                                                    |
| Mortgage.....                 | 6843 30                                           | 4000 00        | 1920 00   | 6000 00                        | 4923 30                                  | 10923 30                                     | All                                             | matured.                                                    |
|                               | Up to July 1, 1856.<br>1600 00                    | 2504 00        | 1600 00   |                                |                                          |                                              |                                                 | Resumed by Government per Order in Council, 28 April, 1856. |

\*\* To the amount of 10 per cent. of the purchase money.

RETURN shewing the payments received from the purchasers of the under-mentioned Harbours, &c., on account of principal and interest; the dates of such payments, the authority and dates on which the original sureties were discharged from the surety given by them, and modification of the original terms of sale which may have been allowed on such sales.

| WORKS.                                                                           | Dates of Payments. | Principal. | Interest.  |                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------|--------------------|------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                  |                    | \$ cts.    | \$ cts.    |                                                                                                                                                                                                                                                                                                                                     |
| <i>Harbours.</i>                                                                 |                    |            |            |                                                                                                                                                                                                                                                                                                                                     |
| The Cobourg Harbour.                                                             | 1851, July 21      | .....      | 960 00     | The balance of interest, \$5,210.47 due on 5th July, 1859, as shewn by the accompanying Statement, has been capitalized with the amount of the purchase money, viz., \$16,000.00, making in all \$21,210.47, for which amount the Government holds debentures of the Town of Cobourg, the interest on which has been regularly met. |
|                                                                                  | 1852, March 10     | .....      | 480 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, Jan'y 31     | .....      | 480 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, April 27     | .....      | 480 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, July 8       | .....      | 480 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1854, Jan'y 14     | .....      | 480 00     |                                                                                                                                                                                                                                                                                                                                     |
| No. 1.                                                                           | 1855, April 23     | .....      | 960 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  |                    | .....      | \$4320 00  |                                                                                                                                                                                                                                                                                                                                     |
| The Port Dover Harbour.                                                          | 1851, April 15     | .....      | 360 00     | The purchasers discharged on the 28th November, 1853, they having complied with the conditions of sale in the payment of ten per cent. of the purchase money.                                                                                                                                                                       |
|                                                                                  | 1852, July 19      | .....      | 1520 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, Jan'y 7      | 1520 00    | 760 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, Jan'y 31     | .....      | 400 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, Sept. 29     | .....      | 722 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, Nov. 28      | 1520 00    | 722 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1856, Sept. 2      | .....      | 2736 00    |                                                                                                                                                                                                                                                                                                                                     |
| No. 2.                                                                           |                    | .....      | \$3040 00  | 7220 00                                                                                                                                                                                                                                                                                                                             |
| The Whitby Harbour, and the Road leading there-to, including the Narrows Bridge. | 1851, April 15     | .....      | 2010 00    | The purchasers discharged on the 9th April, 1855, they having complied with the conditions of sale in the payment of ten per cent. of the purchase money. In addition to the amount..... \$19344 34 Government has recovered from the Company, in 1863.. 2366 28                                                                    |
|                                                                                  | 1852, Oct. 25      | .....      | 6030 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, May 3        | .....      | 1910 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, Nov. 4       | 4020 00    | 1910 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1854, Feb'y 22     | 2023 22    | .....      |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1854, May 13       | .....      | 1800 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1854, Nov. 16      | 4020 00    | 1820 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1854, Dec. 12      | 1436 00    | .....      |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1855, April 7      | 1008 11    | .....      |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1855, August 3     | .....      | 1710 00    |                                                                                                                                                                                                                                                                                                                                     |
| No. 3.                                                                           | 1857, July 15      | 3572 67    | 2154 34    | \$21710 62                                                                                                                                                                                                                                                                                                                          |
|                                                                                  |                    | .....      | \$16080 00 | 19344 34                                                                                                                                                                                                                                                                                                                            |
| The Oakville Harbour.                                                            | 1850.....          | 2000 00    | .....      | The purchase money, by agreement, was made payable in ten years from date of sale of the mortgage; the whole amount is consequently past due, together with \$4,923.30, balance due for interest up to 31st December, 1862.                                                                                                         |
|                                                                                  | 1854, July 10      | 2000 00    | 1920 00    |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | No. 4.             |            | .....      |                                                                                                                                                                                                                                                                                                                                     |
| The Rondeau Harbour.                                                             | 1851, July 11      | 800 40     | .....      | The conditions of sale in the payment of ten per cent. of the purchase money have been complied with. This Harbour was resumed by the Government per Order in Council of 28th April, 1856.                                                                                                                                          |
|                                                                                  | 1852, Sept. 2      | 403 60     | 360 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1853, June 25      | 400 00     | 340 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1854, July 18      | 400 00     | 320 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1855, June 30      | 400 00     | 300 00     |                                                                                                                                                                                                                                                                                                                                     |
|                                                                                  | 1856, July 1       | 400 00     | 280 00     |                                                                                                                                                                                                                                                                                                                                     |
| No. 5.                                                                           |                    | .....      | \$2804 00  | 1800 00                                                                                                                                                                                                                                                                                                                             |

WILLIAM DICKINSON,  
Actg. D. I. G.

INSPECTOR GENERAL'S OFFICE,  
Quebec, 29th April, 1863.

STATEMENT of Roads sold to private companies, municipalities, etc., shewing the security given by purchasers for the payment of the ten per cent. of 1862, for interest; the amounts received on account of principal and in-above date, and the number and amount of instalments yet to mature.

SHewing further, in the Returns herewith annexed, the date, and by what of the original terms of sale, and the several payments made for principal

| Nos. | WORKS.<br>—<br>ROADS.                                                                                                                                                                    | Purchasers.                                                                      | Date of Sale. | Price              | Names of the original Sureties. |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------|--------------------|---------------------------------|
|      |                                                                                                                                                                                          |                                                                                  |               | agreed to be paid. |                                 |
|      |                                                                                                                                                                                          |                                                                                  |               | \$ cts.            |                                 |
| 1    | The Brantford Bridge, and the Road from Hamilton to the Western Boundary of the County of Wentworth, being composed of the Hamilton & Brantford and part of the London & Brantford Road. | The Brantford Road Company.....<br>John Lovejoy, President.                      | 1850, Oct. 15 | *108400 00         | John Lovejoy.                   |
| 2    | The Caledonia Bridge, and the Hamilton and Port Dover Road.                                                                                                                              | The Hamilton and Port Dover Road Company.<br>S. W. Ryckman, President.           | 1850, Oct. 15 | *30800 00          | S. W. Ryckman & G. M. Ryckman.  |
| 3    | The Road running through the County of Oxford, being composed of all that part of the London and Brantford Road lying within the said County.                                            | The Ingersoll and Brantford Joint Stock Road Company.<br>John Steele, President. | 1850, Oct. 15 | *24400 00          | John Steele                     |
| 4    | The North Toronto Road to Holland Landing, the East York Road, the West York Road, and the Lake Shore Road.                                                                              | The Toronto Road Company.....<br>James Beaty, President.                         | 1850, Oct. 15 | *300400 00         | Jas. Beaty                      |
| 5    | The Dundas and Waterloo Road.                                                                                                                                                            | The Dundas and Waterloo Road Company.<br>W. Miller, President.                   | 1850, Oct. 15 | *104000 00         | W. Miller..                     |
| 6    | The Kingston and Napance Road.                                                                                                                                                           | The Municipal Council of the United Counties of Frontenac, Lennox and Addington. | 1850, Oct. 15 | **49200 00         | .....                           |
| 7    | The Port Hope and Rice Lake Road.                                                                                                                                                        | The Town Council of Cobourg.....                                                 | 1850, Oct. 15 | †18400 00          | .....                           |
| 8    | The Delaware Bridge, the London & Port Stanley Road, and the Road from London to the Eastern Boundary Line of the County of Middlesex, being part of the London and Brantford Road.      | The Municipal Council of the County of Middlesex.                                | 1850, Sept. 1 | †18000 00          | .....                           |

\* Purchase money payable in annual instalments of five per cent. each, commencing 15th October, 1852; with interest at five per cent. per annum on the whole of the purchase money, or so much as shall remain due.

† Purchase money payable in 20 years from date of sale, with interest at 5 per cent. per annum, semi-annually.

‡ Purchase money payable in 10 years from date of sale, with interest at 5 per cent. per annum.

INSPECTOR GENERAL'S OFFICE,  
Quebec, 29th April, 1863.

the date, price, and terms of sale, names of the original sureties, and nature of the purchase money; shewing also the amount accrued up to 31st December, 1862, for interest; together with the amounts due thereon for principal and interest at the

authority the original sureties were discharged from such surety, and modification and interest, with the dates of such payments.

| Nature of the Security given.    | Interest accrued on Sales, &c., to 31 Dec., 1862. | Cash Received. |           | Amount due, 31 December, 1862.  |                                 | Total amount due for Principal and Interest. | Number and amount of Instalments yet to mature. |                                                              |
|----------------------------------|---------------------------------------------------|----------------|-----------|---------------------------------|---------------------------------|----------------------------------------------|-------------------------------------------------|--------------------------------------------------------------|
|                                  |                                                   | Principal.     | Interest. | Principal.                      | Interest.                       |                                              | Number                                          | \$ cts.                                                      |
|                                  |                                                   | \$ cts.        | \$ cts.   | \$ cts.                         | \$ cts.                         |                                              |                                                 |                                                              |
| * Lands in Brantford.            | 70869 22                                          | 18840 00       | 16009 70  | 40780 00                        | 54859 52                        | 95639 52                                     | 9                                               | 48780 00                                                     |
| * Lands in Barton and Glendford. | 20447 36                                          | 3694 00        | 6729 00   | 13246 00                        | 13718 36                        | 26964 36                                     | 9                                               | 13860 00                                                     |
| * Lands in Brantford.            | 16308 63                                          | 3040 00        | 4379 70   | 10380 00                        | 11928 93                        | 22308 93                                     | 9                                               | 10980 00                                                     |
| * Lands in Toronto.              | 13518 00                                          | .....          | .....     | .....                           | 13518 00                        | 13518 00                                     | All                                             | 300400 00                                                    |
| * Lands in West Flamboro.        | Up to 31 Dec., 1860.<br>56274 43                  | 10400 00       | 19760 00  | On 31st Dec., 1860.<br>36400 00 | On 31st Dec., 1860.<br>36514 43 | On 31st Dec., 1860.<br>72914 43              | .....                                           | Resumed by Government per Order in Council, 2nd Feb'y, 1861. |
| No Security given.               | 29520 00                                          | .....          | 29520 00  | .....                           | .....                           | .....                                        | All                                             | 49200 00                                                     |
| No Security given.               | Up to July 8, 1859.<br>9484 43                    | .....          | 4296 66   | .....                           | On 8 July, 1859.<br>5187 77     | On 8 July, 1859.<br>5187 77                  | All                                             | 18400 00                                                     |
| .....                            | 11160 00                                          | .....          | 5850 00   | 18000 00                        | 5310 00                         | 23310 00                                     | All                                             | matured.                                                     |

\* To the amount of ten per cent. of the purchase money.

WILLIAM DICKINSON,  
Actg. D. I. G.

RETURN shewing the payments received from the purchasers of the under-mentioned Roads, etc., on account of principal and interest; the dates of such payments; the authority and date on which the original sureties were discharged from the surety given by them, and modification of the original terms of sale, which may have been allowed on any such sales.

| ROADS.                        | Date of Payment. | Principal. | Interest. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|-------------------------------|------------------|------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
|                               |                  | \$ cts.    | \$ cts.   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
| Hamilton and Brantford Road.  | 1851, April 16   | .....      | 2710 00   | Discharged on the 28th November, 1853, they, the purchasers, having complied with the conditions of sale in the payment of ten per cent. of the purchase money.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1851, Oct. 30    | .....      | 2713 70   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1852, June 11    | .....      | 2727 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1852, Oct. 25    | .....      | 2710 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Jan'y 10   | 5420 00    | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, April 25   | .....      | 2574 50   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Oct. 27    | 5420 00    | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2574 50 |
| No 1.                         | 1856, July 21    | *\$3000 00 | .....     | * An abatement of \$3000 from the purchase money, allowed per Order in Council, 18th July, 1856.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |
|                               |                  | \$18840 00 | 16009 70  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
| Hamilton and Port Dover Road. | 1851, July 7     | .....      | 770 00    | The purchasers discharged on 18th December, 1855, they having complied with the conditions of sale in the payment of ten per cent. of the purchase money.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |
|                               | 1852, Feb'y 26   | .....      | 770 00    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1852, Aug. 21    | .....      | 770 00    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Jan'y 12   | 1540 00    | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, June 24    | .....      | 770 00    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Oct. 10    | .....      | 731 50    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1854, Jan'y 14   | 1540 00    | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1854, March 15   | .....      | 731 50    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1855, Jan'y 15   | .....      | 1000 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1857, Jan'y 23   | 614 00     | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 386 00  |
|                               | 1858, Jan'y 5    | .....      | 400 00    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
| 1858, May 6-17                | .....            | 400 00     |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               |                  | \$3694 00  | 6729 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
| London and Brantford Road     | 1851, April 14   | .....      | 620 00    | The conditions of sale, in the payment of ten per cent. of the purchase money, have been complied with.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |
|                               | 1851, Oct. 23    | .....      | 600 00    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1852, Nov. 24    | 1220 00    | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1220 00 |
|                               | 1853, June 24    | .....      | 579 50    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Dec. 12    | .....      | 579 50    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1854, March 24   | 1220 00    | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1854, Feb'y 3    | .....      | 548 00    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1859, Sept. 10   | 600 00     | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1862, May 27     | .....      | 232 70    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               |                  | \$3040 00  | 4379 70   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
| The Toronto and York Roads.   | 1851, April 14   | .....      | 7510 00   | By the Report of the Minister of Finance, of 25th August, 1859, and Order in Council of 1st March, 1860, a modification of the original terms of sale was allowed, subject to certain conditions, viz:—<br>The amount of \$45,060, paid on account of principal, has been applied to the liquidation of the interest account up to 1st July, 1859; the balance of interest, \$29,247.29, remaining unpaid on the above date, was, by terms of the above-mentioned Report, remitted to the Company, leaving the whole of the purchase money, \$300,400, yet to be accounted for in the manner as set forth in the above-mentioned Report.<br>The security, held by the Government |         |
|                               | 1851, Oct. 21    | .....      | 7510 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1852, May 8      | .....      | 7510 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1852, Nov. 9     | .....      | 7510 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Jan'y 19   | 15020 00   | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, May 23     | .....      | 7134 50   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1853, Dec. 16    | .....      | 7134 50   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1854, June 10    | 15020 00   | .....     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1854, Oct. 29    | .....      | 6759 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
|                               | 1855, April 19   | .....      | 6759 00   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |
| No. 4.                        | 1857, May 2      | 15020 00   | .....     | 5440 51                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |
|                               |                  | \$45060 00 | 63267 51  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |

## Return shewing payments received from purchasers of Roads, etc.—(Continued.)

| ROADS.                                                                                                                                                                                | Date of Payment. | Principal. | Interest.  |                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                       |                  | \$ cts.    | \$ cts.    |                                                                                                                                                                                                                                                                                                                                                                               |
| No. 4—(Continued).                                                                                                                                                                    |                  |            |            | for payment of ten per cent. of the purchase money, has been surrendered, the Company having complied with the conditions of the original sale in the payment of the same.<br>By the Statement annexed, the Company is now indebted to the Government for \$13,518, for interest accrued under the modified terms granted by the above-mentioned Report and Order in Council. |
| The Dundas and Waterloo Road.                                                                                                                                                         | 1851, April 19   | 2600 00    | .....      | The conditions of sale, in the payment of ten per cent. of the purchase money, have been complied with.<br>This Road was resumed by Government per Report of the Minister of Finance, and judgment discharged per Order in Council of 2nd February, 1861.                                                                                                                     |
|                                                                                                                                                                                       | 1851, Nov. 7     | 2600 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1852, July 5     | 2600 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1852, Dec. 23    | 2600 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, Jan'y 31   | .....      | 5200 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, July 9     | 2470 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, Nov. 12    | 2470 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
| No. 6.                                                                                                                                                                                | 1854, Jan'y 19   | .....      | 5200 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1855, May 7      | 2210 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1856, Feb'y 15   | 2210 00    | .....      |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       |                  | \$19760 00 | 10400 00   |                                                                                                                                                                                                                                                                                                                                                                               |
| The Kingston and Napanee Road.                                                                                                                                                        | 1852, Aug. 19    | .....      | 3690 00    | The payment of interest has been punctually met as per conditions of sale.<br>The purchase money of this Road is payable in 20 years. No security appears to have been given for the payment thereof.                                                                                                                                                                         |
|                                                                                                                                                                                       | 1852, Dec. 13    | .....      | 1230 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, Dec. 9     | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1854, Oct. 24    | .....      | 1230 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1855, Jan'y 3    | .....      | 1230 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1856, Feb'y 23   | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1856, Dec. 23    | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
| No. 6.                                                                                                                                                                                | 1857, Nov. 4     | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1858, Dec. 31    | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1859, Nov. 9     | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1860, Dec. 29    | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1862, Feb'y 24   | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1862, Dec. 9     | .....      | 2460 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       |                  |            | \$29520 00 |                                                                                                                                                                                                                                                                                                                                                                               |
| The Port Hope and Rice Lake Road.                                                                                                                                                     | 1851, July 24    | .....      | 460 00     | The balance of interest, \$5187.77, due on 8th July, 1859, as shewn by the accompanying Statement, has been capitalized with the amount of the purchase money, viz., \$18,400, making in all \$23,587.77, for which amount the Government holds Debentures of the Town of Cobourg, the interest on which has been regularly met.                                              |
|                                                                                                                                                                                       | 1852, Dec. 14    | .....      | 1380 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, April 27   | .....      | 460 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, Dec. 9     | .....      | 460 00     |                                                                                                                                                                                                                                                                                                                                                                               |
| No. 7.                                                                                                                                                                                | 1855, April 23   | .....      | 1380 00    |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1857, July 8     | .....      | 156 66     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       |                  |            | \$4296 66  |                                                                                                                                                                                                                                                                                                                                                                               |
| The Delaware Bridge, the London and Port Stanley Road, and the Road from London to the Eastern Boundary Line of the County of Middlesex, being part of the London and Brantford Road. | 1851, March 11   | .....      | 450 00     | The purchase money, by conditions of sale, was payable in 10 years from date of sale; the whole amount, \$18,000, is consequently past due, together with \$5310, balance due for interest up to 31st, December, 1862.                                                                                                                                                        |
|                                                                                                                                                                                       | 1852, May 22     | .....      | 900 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1852, Dec. 15    | .....      | 450 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1853, March 28   | .....      | 450 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1854, March 8    | .....      | 900 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1855, Jan'y 31   | .....      | 900 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1856, Feb'y 23   | .....      | 900 00     |                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                       | 1857, Sept. 7    | .....      | 900 00     |                                                                                                                                                                                                                                                                                                                                                                               |
| No. 8.                                                                                                                                                                                |                  |            | \$5850 00  |                                                                                                                                                                                                                                                                                                                                                                               |

# RETURN

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 16th March, 1863, praying His Excellency to cause to be laid before the House "a Copy of the Reports of the Commissioners appointed to enquire into the management of the different City Post Offices in Upper Canada."

By command.

J. O. BUREAU,  
Secretary.

Secretary's Office,  
Quebec, 1st May, 1863.

(Copy.)

KINGSTON POST OFFICE,  
18th November, 1862.

SIR,—I have the honor to report that in compliance with your letter, dated Quebec, the 5th instant, instructing me to enquire into the working of the Post Offices of Kingston, Hamilton, and London, I proceeded from Montreal to the first-named place on the 6th instant, and placed myself immediately in communication with Matthew Sweetnam, Esquire, Post Office Inspector of the Kingston Division, and acquainted him with the mission with which I was specially entrusted, to enquire into the management of that City Post Office.

From that gentleman I received such facilities and assistance in prosecuting the enquiry as, together with the information derived from the several parties employed in the Kingston Post Office, who successively appeared before me, enabled me to form a competent judgment of the manner in which the entire business of this office is conducted.

Directing my examination, in the first instance, to the combination of economy with efficiency necessary, on the one hand, to protect the public interests, and on the other to facilitate the public convenience, the number of persons employed, the adjustment of their respective duties, and the hours of attendance, formed the subject of enquiry.

By the list of the "Staff of the Kingston Post Office" annexed, marked (A), it appears that the persons employed are as follows:

The Postmaster,  
Five Clerks,  
One Letter Carrier,  
One Messenger.

The duties assigned to the several parties are the following:

The Postmaster exercises a general supervision over the entire business of the office, is regular in attendance during the day, and directs the employés in the proper performance of their duties. He has been in the service 36 years as Postmaster of Kingston; his salary is £460 a year. He does not reside on the premises, and derives no other advantage from his office than the salary, except the ordinary commissions from parties having box accounts.

The clerks' duties are thus assigned:—1st. Denis Delaney, 3rd class, salary \$900; employed since 1845. His special duties are to check the mails on their arrival and de-

parture; to see that in number and other particulars they correspond with the accompanying bills; to record the same in the proper office books; to prepare the monthly sheets for transmission to the Post Office Department; to make up the returns of the American letter bills; and to assist generally in the ordinary business of the office, including the opening of mails and the distribution of letters.

2nd. Alexander Magurn, 3rd class, salary \$800; employed since 1849. His special duties are the distribution of letters; the recording of registered letters; making out the letter bills of such offices as the Kingston office corresponds with; keeping the book of record of American letters sent, and of registered letters transmitted through the office; assists generally in other work as required.

3rd. Charles L. Stephens, 3rd class, salary \$600; appointed in April, 1859. Special duty to attend to the Money Order business, and the making up of the English mails; to assist in distributing, in the proper boxes, the letters for Kingston delivery. He also assists the Postmaster in keeping the books of the office, including that in which the sums due by those having postage accounts are inserted. When required he makes himself useful in other matters.

4th. William Shannon, 3rd class, salary \$600; appointed three years since,—employed during the entire day, except at meal times, or when specially needed otherwise, in attendance at the wicket receiving and delivering letters. He also assists in sorting the letters for Kingston delivery.

5th. John Kelly, 4th class, salary \$500; appointed in 1854,—attends at the wicket during the occasional absence of Mr. Shannon; stamps, rates, and charges the letters; attends to the parcelling of the letters, and depositing the packages and newspapers in the proper mail bags; the distribution of forward newspapers, with such ordinary business as he is required to attend to.

The letter carrier and messenger perform the duties their title imports. The latter resides in the Post Office buildings, and is employed, partially, in sawing wood, attending to the fires, and to the cleansing of the offices. His salary is \$300, with fuel, water and lodging free. He takes in the mails during the night, and at times when the Post Office is closed.

The hours of attendance of the clerks at the Post Office are from 6 A.M. to 6 P.M., (except of Mr. Shannon, whose hours are from 8, A.M. to 6, P.M., without any interval for breakfast, but who takes the same recess as the rest for dinner) with an allowance of one hour for breakfast, and one hour and a half for dinner. The office is opened to the public daily (except on Sundays, when it is closed the entire day) at 8, A. M., and closed at 6 P. M. On special occasions, as when any of the principal mails arrive at or about the hour of closing, the office is kept open a sufficient time for the delivery the same evening. One of the clerks returns in the evening for about an hour, each taking his turn of weekly duty until half past nine o'clock, in rotation, for the purpose of making up the mails for the trains, to be dispatched East and West during the night.

To enable the Department to form an approximation of the extent of business transacted at this office, the appended account, marked (B), of one week's transmission of letters and newspapers, has been prepared.

A personal attendance at the Kingston Post Office, during the reception and despatch of letters as they occur at the different hours of the day, has established to my judgment the promptitude and regularity with which the public are served. The time occupied in the receipt and distribution of each of the more important mails of the ordinary bulk, is from 15 to 20 minutes; but it requires the co-operation of the entire staff to do the work in that time; when mails of extraordinary bulk arrive, such as the English mail, about 25 to 30 minutes are occupied in the distribution, and frequently the mails from the East and West arriving nearly simultaneously, an additional delay is necessitated. No ground of complaint has been urged, or appears to exist, of unnecessary delay in deliveries of mails.

The examination of the operations in the offices leads me to the belief of the in expediency of diminishing the numbers of the staff employed. It was reduced a short time since of one clerk, which is all that can safely be dispensed with.

It is true that at certain hours of the day, during the intervals in which no mails happen to arrive, a smaller number might suffice for the immediate calls of the public, but during those brief spaces, there is always employment to be found in the preparation of

forms to be filled up, and in the entering up of the books and accounts; and when the pressure of business recurs, the assistance of all is requisite in order to the gratification of the public wants. On these grounds I cannot with confidence recommend a diminution of the number of those employed in this office.

It is gratifying to be enabled to state, after close enquiry into the details of the management, that no disposition towards extravagance was manifest. The returns of the cost of heating, lighting and providing with stationery the Post Office, running over a period of three years to the 31st August in each year, supplied in appendix (C), it is believed, will fully bear out this observation. The quantity does not appear excessive of the last item, and the prices charged are the current prices. Fuel appears expensive, but it is partly attributable to the bad construction of the furnaces with which the building is heated, and which now being out of repair, it will be necessary to substitute stoves in lieu. By this means it is the opinion of the Postmaster, that some retrenchment will be effected in future years.

The Postmaster having expressed an opinion favourable to the re-institution of the Assistant Postmastership of this office, dispensed with a few years since, I made enquiry whether the public service had suffered from the change. The result is that I cannot concur in the opinion of the Postmaster that any such office is necessary, or even advisable. The assiduous attendance of the head of the office, to which I cordially bear testimony, during the hours allotted to business, precludes the necessity for a substitute; and the uniformity of the system, and its regularity, are better secured by being under one than two persons liable to counteract each other's best efforts.

I cannot conclude this report without an expression of satisfaction at the general conduct of the office. The books and accounts are carefully and correctly kept, and afford convincing proof of the carefulness of the supervision in every branch of the management. Great desire was evinced by the Postmaster to exhibit and explain every portion of the working of the establishment, so as to enable me to arrive at a just appreciation. The result I have now the honour to exhibit in the foregoing report.

The whole, nevertheless, respectfully submitted, by

Your very obedient, humble servant,  
(Signed,) W. BRISTOW.

To the Honorable the  
Postmaster General, Quebec.

# JOURNAL.

11TH NOVEMBER, 1862.

## POST OFFICE ENQUIRY.

### KINGSTON.

*Attended at the Office of the Post Office Inspector at 9½ A.M.*

*Ten A.M.*—Had an interview with the Postmaster, and requested him to furnish me with a list of the persons employed in the Kingston Post Office.

In compliance, the Return "A" was furnished to me.

Superintended operations connected with receipt and transmission of mails.

12TH NOVEMBER.

*Attended at Office at 10 A.M.*

Denis Delaney, 3rd class clerk, salary \$900 per annum, has been employed in this office since July, 1845. The regular hours of attendance from 6 A.M. to 6 P.M., and when required for special mails or receipts at unusual hours; attends later if principal mails are not received within the ordinary hour. The office is not kept open later than the usual hours, except for principal mails.

Has been at the head of the Department; *i.e.* second to the Postmaster for 12 or 14 years; was at one time Deputy Postmaster, but put down a step on account of some little irregularity, and the title of Deputy Postmaster has not since been restored to him.

Duties are to check mails on their arrival, and see to the despatch of them. On arrival, sees that the letters correspond in every respect with the bill which accompanies them; enters the mails going out, and sees that they also correspond with the bills; enters the bills in the book; makes out the Monthly Sheets; returns acknowledgment of the American letter-bills received, and checks and returns the money-registered letter-bills received from the same country; assists generally in the office, receiving and distributing letters as required, and in any other ordinary business of the office. Salary was at one time \$1000, but reduced, for causes already mentioned, to \$900, and has not been restored.

The accounts of the Department are made up monthly; they are generally made up within 8 or 10 days after the termination of each month.

Would be glad to be reinstated, as Assistant Postmaster, and thinks it might be serviceable that there should be a person to exercise some authority in the absence of the Postmaster.

Alexander Magurn, 3rd class clerk; has been employed 13 years in the Kingston Post Office. Salary, \$800. Hours, 6 A.M. to 6 P.M., except when a mail arrives about time of closing, when the office is kept open a little later—1 of the 5 clerks attends for a week each in rotation, in the evening after tea, and remains in the office until 9 P.M. When letters arrive after 9 o'clock P.M., they are delivered to the messenger, and not opened until morning, when the clerk arrives. Is the distributing clerk, and clerk for closing American mails. Is also registering clerk, *i.e.*, enters in the register book all registered letters passing through the office, and does ordinary work of the office as required; makes out the letter-bills for all the offices with which the Kingston Office corresponds,

and helps Mr. Delaney in filling them up. Keeps the books, "United States Mails Sent," and the record of registered letters forwarded through the Kingston Post Office. Might be an improvement to raise the screen in front of office.

Charles L. Stephens, 3rd class clerk, appointed 8th April, 1859. Salary, \$600 since April last; before that it was \$500. Hours of attendance from 6 A.M. to 6 P.M., except in special cases when longer attendance is required. One of the clerks also attends an hour or upwards in the evening, to 9 P.M., taking their week alternately. Special duty—making up the English mails and attending to the Money Order Department, and distributing the letters, as the mails arrive, into the proper boxes for delivery; occasionally assists the other clerks in all their duties of making up mail-bags, receiving, &c. Assists the Postmaster in keeping all the accounts of the Department. Keeps the books in which the parties, who have boxes in the Post Office, debits are entered. The accounts are made up and sent down regularly to the head office at Quebec.

An ordinary mail from the West is distributed in about 20 minutes after receipt—one from the East in about 15 minutes; the arrival of an English mail adds about 15 to 20 minutes to the time of sorting, &c. The United States mails occupy about 10 minutes in the distribution.

W. Shannon, 3rd class clerk, appointed about 3 years ago. Salary, \$600. Hours, 6 A.M. to 6 P.M., with 1-5th night work as the others. Office kept open later when required. Occasionally, as when an English mail arrives after Post Office hours, the whole staff are called on to attend, and sort and distribute letters for the country post offices. The usual time for sorting and distributing a mail, including entering registered letters, varies from 10 to 15 minutes; when the English mails, 15 minutes additional. When a mail arrives during the day, the wickets are closed, so that the whole staff of clerks are employed in the distribution of it. It is intended hereafter to keep the wickets open, and was done so yesterday. Thinks this will not work well, and for these reasons: it retards the distribution of the mails arrived; and parties applying for letters will go away frequently under the impression that they have received all their letters, when they have received only a part. It will render necessary the employment of another clerk also.

The present staff are now fully employed, so much so that they are tired out on Saturday evening. Is chief delivering clerk, and is in attendance at the wicket the whole day, except the dinner hour. Each of the clerks take an hour for dinner, arranging the time most conveniently for the service. Receives the money for boxes. Mr. Stevens makes up accounts for them, and writes receipts for registered letters. There are together, between box rents and drawers, *five hundred*, of which about one-half are let at \$1.50 per annum, payable in advance—some pay postages as they receive or deliver letters; others have accounts with the Postmaster. Suggests that postages should be charged, or some penalty on letters or articles surreptitiously forwarded under cover of newspapers. Schoolmasters in the army receive here their letters at 2 cents, same as privates; should be charged, he thinks, at same rate as officers.

After the close of business of the day witness collects all the registered letters in the building and locks them up in the safe;—assists in distribution and the general office business as required; keeps memorandum of all letters and papers handed to postman for delivery, and receives such as are not delivered.

John Kelly, 3rd class clerk, has been in the office about eight years; was recently promoted, say 1 year and 8 months ago. Salary now \$500; hours, same as the other clerks. The locking of the office is done by the messenger. Time of distribution of a mail varies from a quarter to half an hour, according to number of letters. The wickets are generally closed when a mail arrives, but sometimes they are not; thinks the people are better accommodated by having them open; if they were always closed it would require another clerk. The clerks are kept busy; they can get through their work, but have not any time to spare, except for very short intervals, when no mails—nor are they idle then; there are accounts to be posted up for boxes, &c. Attends the wickets in the morning, after the mails are distributed, and goes to breakfast at 8 o'clock. Mr. Shannon then takes charge of the delivering. Mr. Shannon breakfasts before coming to the office. All the other clerks leave for breakfast about 8 o'clock, unless detained later by a pressure of mails for delivery; for dinner, three go at 12, and two at 1 in ordinary; but their hours are varied according as the mails change hours; one hour is taken for dinner. Is employed

during the day in stamping the letters, rating and changing them; attends particularly to the closing of the mails and putting the letters in the proper bags; also distributing the newspapers and such of the ordinary business as his assistance is required; receives and opens the land mails from various places; has charge of American papers, and assists in their distribution; distributes also English papers.

13TH NOVEMBER, 1862.

*Attended at 10.30 A.M. at Kingston Post Office.*

Had an interview with the Postmaster, and examined with him the wood cellar and kitchen. The furnaces are in a dilapidated condition, and not fit for use; they are also dangerous as regards fire, and considered very extravagant and not to work well when in order; they cost a very large sum in fuel.

Mr. Lawrence Brock, messenger, appeared;—Has been engaged since April, 1861; salary, \$300. Lives in the Post Office, and has charge of the building; is always in attendance; cleans and sweeps the office and goes on messages, both for the Post Office Department and that of the Post Office Inspector. Formerly the building was generally heated by coal, but, after the last winter, wood was substituted; the reason for the change is that the furnaces are out of repair—the fire bricks are broken, and unless they are repaired there would be danger; the furnaces never worked well; they heated the building well enough after the middle of the day, but in the morning they smoked terribly; they consumed a large quantity of coal. The building is lighted by gas, which is carried into all the offices, up stairs and down. The special duties of Brock are the receipt of the mails during the night, which he takes in as they arrive, at the window of the large hall at the Post Office, where they lie until the clerks arrive in the morning. His other duties are going on messages for the Postmaster, Post Office Inspector and employes of the Department. The only perquisites he receives are fuel, gas-light and water. Shovels snow during winter, and sawed wood, as much as was required when the furnaces were going. Sometimes when clerks are busy, renders assistance in opening the bags when received, &c.; thinks the change from furnaces to stoves will be an improvement.

14TH NOVEMBER.

*Attended at the Post Office at 10 A.M., and perused Post Office Act.*

R. Deacon, Esq., Postmaster of Kingston; 26 years in the office; Salary £460; no house attached to it; no Deputy Postmaster; there was an Assistant Postmaster some years since, but the office was dispensed with and the incumbent reduced to the position of clerk; thinks it would be advantageous to restore the office; the former assistant not very regular in his habits; gives an excellent character of Mr. Stevens, the clerk of Money Order Department. The hours of keeping office open from 6 A.M. to 6 P.M., by an order from the Postmaster General, but kept later when a mail arrives later, or any very heavy mail; the mails received at night after the office is closed for the night, are received at the window by the messenger and left in the office; they are not locked up in any safe. The money letters of the department are kept in a brick safe in the vault, perfectly secure, and fire-proof. At present time there are three important mails, East, West, and South, received and despatched, and five smaller way mails by bye-routes. Number of Post Offices with bags, &c., is given in Table E. All Post Office blanks are furnished from the General Post Office Department. The stationery required for ordinary purposes is purchased here, not by contract. (Supplies a return of cost of fuel, light and stationery for 3 years, marked B.) The fuel and light comprehends the Post Office Inspector's also, but not the stationery, that department procuring its own. The returns of receipts for letter boxes are monthly accounted for to the head Department at Quebec. The accounts of the Post Office, Kingston, are transmitted monthly to the Honorable the Postmaster General; they are generally sent down about 25 days after the time; the regulations fix 15 days. The books of the Post Office are in list marked (D); they are furnished by the department. All contracts for transport of mails are made through the Post Office Inspector's Office. The staff is adequate to the duties; a retrenchment of one Clerk was made last year. The

wickets ought to be kept open whilst the letters are being sorted; it will not necessitate any extra expense to the Government. The system altogether could hardly be improved. Recommends that a gas lamp should be provided in the street in front of the Post Office; it would make it more easy to manage the night work. The furnaces by which the building is heated are in a very dilapidated condition, and he thinks that to repair them would not be advisable; they are dangerous on account of fire, and very costly. The buildings will have to be heated by stoves.

## (A.)

## STAFF OF KINGSTON POST OFFICE.

Robert Deacon, Postmaster,  
 Denis Delaney, 3rd class clerk,  
 Alex. Magurn, do  
 Chas. T. Stephens, do  
 William Shannon, do  
 John Kelly, 4th class clerk,  
 Robert Lindsay, letter carrier,  
 Lawrence Brock, messenger.

## (B.)

## ENUMERATION RETURN.

| 1862.                 | No. of Letters received for delivery. | 1. Amount of Postage on. | No. of Papers paid commuted rate in advance. | No. of Papers of all other sorts. | 2. Amount of Postage on Papers. | 3. Amount of Postage on Books, &c. | No. of Parcels. | 4. Parcels, Amount. | Amount of Postage in columns 1, 2, 3, and 4. |
|-----------------------|---------------------------------------|--------------------------|----------------------------------------------|-----------------------------------|---------------------------------|------------------------------------|-----------------|---------------------|----------------------------------------------|
|                       |                                       | \$ cts.                  |                                              |                                   | \$ cts.                         | \$ cts.                            |                 | \$ cts.             | \$ cts.                                      |
| Sunday, October 12th, | ...                                   | ...                      | ...                                          | ...                               | ...                             | ...                                | ...             | ...                 | ...                                          |
| Monday, " 13th,       | 496                                   | 27 98                    | 30                                           | 355                               | 2 01                            | 0 57                               | ...             | ...                 | 30 56                                        |
| Tuesday, " 14th,      | 626                                   | 36 70                    | 34                                           | 353                               | 2 24                            | 0 10                               | 3               | 0 75                | 39 79                                        |
| Wednesday, " 15th,    | 678                                   | 60 46                    | 125                                          | 639                               | 1 83                            | 4 63                               | ...             | ...                 | 66 92                                        |
| Thursday, " 16th,     | 612                                   | 33 70                    | 50                                           | 336                               | 2 51                            | 0 56                               | 3               | 1 00                | 37 77                                        |
| Friday, " 17th,       | 569                                   | 34 70                    | 146                                          | 429                               | 2 72                            | 0 34                               | 2               | 0 75                | 38 51                                        |
| Saturday, " 18th,     | 610                                   | 44 84                    | 105                                          | 378                               | 2 60                            | 0 91                               | 1               | 0 25                | 48 60                                        |
| Total,.....           | 3591                                  | \$238 38                 | 400                                          | 2490                              | \$13 91                         | \$7 11                             | 9               | \$2 75              | \$262 15                                     |

No. of Registered Letters included in above,..... 146  
 Do. Free do. do. .... 196

POST OFFICE, KINGSTON,  
 13th October, 1862.

## (C.)

RETURN of Expenses incurred in Kingston Post Office for Fuel, Light, and Stationery from 1st September, 1859, to 31st August, 1862.

| Year ending             | Fuel.   | Light.  | Stationery. |
|-------------------------|---------|---------|-------------|
|                         | \$ cts. | \$ cts. | \$ cts.     |
| August 31st, 1860,..... | 262 00  | 249 35  | 124 02      |
| " 31st, 1861,.....      | 283 06  | 224 85  | 168 82      |
| " 31st, 1862,.....      | 245 60  | 268 30  | 109 12      |

(D.)

LIST of Books furnished from the General Post Office for the use of the Post Office at Kingston :—

Mails sent.  
 Mails received.  
 Registered letters received for delivery.  
 Registered letters forwarded.  
 Mails sent to Great Britain.  
 Mails received from Great Britain.  
 Registered letters sent to Great Britain.  
 Mails received from United States.  
 Mails sent to do. do.  
 Letters re-directed to places out of Canada.  
 Notice of Registered letters for delivery.  
 Newspapers.  
 Letter Boxes.

## MONEY ORDER BRANCH.

|                |             |
|----------------|-------------|
| Orders granted | } Local.    |
| Do. paid       |             |
| Orders granted | } Sterling. |
| Do. paid       |             |
| Cash Book.     |             |

(E.)

ROUTES by which Mails are despatched from Kingston Post Office :—

Eastern, by Grand Trunk Railway.  
 Western, do. do.  
 Southern, U.S., by steamer.  
 Prince Edward Co., by stage.  
 Rideau Canal, do.  
 Camden, do.  
 Loughboro', do.  
 Portland, do.  
 Storrington, do.  
 Portsmouth, do.  
 53 corresponding offices.

## HAMILTON.

HAMILTON, 24th November, 1862.

SIR,—We have the honor to state that, in compliance with the instructions contained in your communication dated the 5th instant, directing us to examine into the entire working of the Hamilton Post Office, we proceeded to this city, and on Wednesday, the 19th instant, commenced a thorough inquiry into the management of the office in all its branches, examining the officers and servants, as well as the books, accounts, documents and papers. We adopted this course in order to obtain a complete knowledge of the details of the management of the affairs. The examination of the officers and clerks, all of whom successively appeared before us, embraced their hours of attendance, the duties on which they were respectively engaged, the mode in which the daily labour is conducted, and the system in which the books and accounts of every description are kept, the object being to ascertain alike the degree of regularity with which the business is carried on, and the cost attending the conducting of the establishment.

As the result of this comprehensive inquiry, we beg, in pursuance of your instructions, to submit the following observations and recommendations grouped under their respective heads, to your consideration and judgment; in the belief that their adoption, will without detracting in any respect from the efficiency of the Hamilton Office, diminish the cost of conducting it.

#### THE POST OFFICE BUILDING.

The internal arrangements of the Post Office building are good, and, on the whole, are well adapted for the purpose intended: the delivery department is conveniently arranged, and in the mailing department there does not seem to be anything so faulty as to require alteration. The only complaint made by the employés was that there are not windows enough to afford ample light in the day time, and that in consequence it is necessary to consume more gas than would be otherwise required.

The Postmaster occupies the second and third flats of the building for the purposes of residence, free of rent: he has also fuel, light and water free of cost. Stable and other outbuildings attached to the Post Office building were constructed at the expense of the Government.

Mr. Ritchie, the Postmaster, states that the privilege of free residence, fuel and gas was granted him by the Honorable James Morris, who was Postmaster General at the time the Post Office building in the city was erected, and was communicated to him verbally by the Honorable Mr. Morris.

#### STAFF OF OFFICE.

In the office the persons employed are as follows, viz:—

|                                                          |      |
|----------------------------------------------------------|------|
| Edward Ritchie, Postmaster.....                          | 1    |
| F. J. Ritchie, Assistant Postmaster.....                 | 1    |
| H. Colbeck, Money Order and Registered Letter clerk..... | 1    |
| C. Howard, Wicket Clerk.....                             | 1    |
| J. B. Eager, do.....                                     | 1    |
| J. A. Smith, do.....                                     | 1    |
| A. Crisp, Mail despatch clerk.....                       | 1    |
| G. H. Armstrong, do.....                                 | 1    |
| C. W. Bregar, Monthly sheet clerk.....                   | 1    |
|                                                          | — 10 |
| A. Burns, messenger.....                                 | 1    |
| B. Dunnett, letter carrier.....                          | 1    |
|                                                          | — 2  |
| Total.....                                               | 12   |

From the information imparted by the Postmaster, and from our own observation, we entertain the opinion that the employés engaged in the office are competent to perform the several duties allotted to them: We have been pleased to find that there is an absence of everything resembling insubordination on the part of all employed, and that amongst the entire staff harmony appears to prevail; an interest is manifested by each clerk to perform in a satisfactory manner the duties assigned to them, and there is a willingness to assist each other in the general work of the office.

E. Ritchie has been Postmaster at Hamilton since October, 1831. The order and system with which the office is conducted, the good-feeling which prevails towards each other among the members of the staff, and the discipline observed, indicate the fitness of Mr. Ritchie for the position which he occupies. His salary is \$2000 a year, and he has in addition a residence in the Post Office building with fuel, gas and water, gratis.

F. E. Ritchie is the Assistant Postmaster. He was appointed a clerk in the office in July, 1848, and was advanced to his present position in July, 1857. Mr. F. Ritchie is quite competent to perform any work in the office which might be allotted to him. His duties are light and comparatively unimportant, and he is not regular in his attendance at the office. His salary is \$1400 a year.

C. Howard is a clerk of the 2nd class, and was appointed in September, 1842. Mr. Howard has charge of the general delivery wicket; he is rather slow, but careful and correct in the performance of his duties. His salary is \$1,100 a year.

A. Crisp is a clerk of the 2nd class, and entered the office in May, 1849. He is principal mail despatch clerk, and is active and diligent. His salary is \$1,100 a year.

H. Colbeck is a clerk of the 2nd class, and was appointed in September, 1854. He is energetic and prompt in the performance of duty, and is an excellent clerk. Mr. Colbeck attends to the Money Order business, enters and delivers registered letters addressed to Hamilton, makes up the chief portion of the English mails, and keeps the accounts connected therewith. His salary is \$900 per annum.

J. B. Eager is a clerk of the 3rd class, and entered the office in January, 1853. He attends to the box wicket, and assists in making up the morning mails. Mr. Eager has fair abilities, is quick and correct, and is of an obliging disposition. His salary is \$800 per year.

H. A. Eager is a clerk of the 3rd class, and was appointed in January, 1854; he is a brother of the clerk last named. Mr. Eager enters the registered letters despatched from Hamilton, and assists in opening and closing mails. He is a willing, active, and competent clerk. His salary is \$800 per annum.

J. A. Smith is a clerk of the 3rd class, and was appointed in November, 1854. He attends at the box and delivery wickets, sorts letters and papers for Hamilton delivery, and assists in making out the lists of advertized letters. Mr. Smith is of agreeable manners, and is active and attentive in the discharge of his duties. He receives a salary of \$300 per annum.

George Armstrong is a clerk of the 3rd class, and was appointed in September, 1855. He stamps letters, and sorts letters and papers for despatch, and assists in making up mails. Mr. Armstrong is an excellent clerk,—active, correct, and industrious. He is paid at the rate of \$800 per annum.

C. W. Bregar is a 3rd class clerk, and received his appointment in March, 1857. He makes up the received side of the monthly sheets, acknowledges the railway mail clerk's and United States letter bills received, and attends one of the wickets for a period of two hours each day. Mr. Brega writes a good hand, and is industrious and attentive.

A. Burns, the messenger, was appointed in September, 1857, and receives a salary of \$300 a-year. He has not a residence in the Post Office building. Mr. Burns is a willing, steady, and industrious man. He attends to the opening and the closing of the office, keeps the office clean, saws all wood consumed in the building, and assists in opening and closing mail bags on the arrival and departure of mails.

B. Dunnett, the letter carrier, receives, in payment for his services, the penny rate which he collects on letters and the one cent rate on newspapers, in lieu of a fixed salary. These fees amount, it is estimated, to about \$300 a year. Mr. Dunnett performs his work to the satisfaction of the Postmaster, and no complaints have been made against him of any lack of attention or carefulness in the performance of his duty.

#### SALARIES.

The total amount paid in salaries to the Postmaster, Assistant Postmaster, eight clerks and the messenger, is \$10,600 per annum, as specified in the accompanying table, marked (A). The average (taking the sums paid to the Assistant Postmaster and the clerks) being upwards of \$922 to each member of the staff, exclusive of the Postmaster, who receives \$2,000, appears disproportionately large, when compared with the salaries paid in some of the other city post offices.

It should not thence, however, be inferred that more extravagant salaries are paid in Hamilton office than in the city post offices alluded to. The true deduction is favorable rather than otherwise to the management, since it arises from the fact of the long period of service the clerks have sustained. The shortest term of service is upwards of five years; the others range from seven to twenty years,—an evidence of good understanding existing between the Postmaster and the other persons engaged in the office: a circumstance of no trivial moment in an establishment, the efficient working of which so much depends on the honesty and business qualities of all connected with it. It is needless to mention that the provisions of the Civil Service Bill, which assigns salaries commensurate with the term

of service, is attributable the excess of expenditure, under this head, of the Hamilton over those other city post offices of which the clerks are of more recent appointment.

It cannot be concealed that the cost of working the Hamilton office is very large; but the rates at which the clerks are paid, rather than the number of clerks employed, give a coloring of extravagance to the management of the office.

#### HOURS AND DISTRIBUTION OF LABOR.

As will be seen by the accompanying statement marked B, the several mails are despatched between the hours of 8 A.M. and 7 P.M., which removes the necessity for late and early work.

The paper marked C indicates the time of receipt of mails. Upwards of 100 (one hundred) mails are despatched daily, and about the same number of mails is received. Each clerk is actually employed in the office about eight or eight hours and a half per day. The work seems to be pretty fairly distributed amongst the clerks, and in the allotment of duty due regard has been had to the capabilities of the clerks.

#### BOOKS AND ACCOUNTS.

The Money Order books, English mail books, mails sent and received books, registered letter books, and the other account books in use were carefully examined, and we find that they have been neatly and correctly written up.

The mode of keeping the account of postage collected on Canadian newspapers, not charged in Letter Bills, being unsatisfactory, the Postmaster was instructed as to the manner in which he should attend to this account in future.

The amount of postage on box or drop letters, and on United States newspapers, pamphlets and circulars not charged in Letter Bills, has, until recently, been estimated; the estimate has been based on an account taken of the number received during a week at intervals of about six months.

The postage accounted for as received on drop letters has been about \$24.50 per month; the amount of postage actually chargeable on these letters for the week ended the 15th instant was \$3.61, equal to \$16.24 per month (say 27 days), and the postage charged to account for the United States newspapers, pamphlets and circulars alluded to, is stated by the Postmaster to have been about \$50 a quarter; the actual amount of postage chargeable on this description of matter, received within the week ended the 15th instant, was \$4.20, or \$54.60 for three months. It will be seen that if this statement be correct, and we have no reason to dispute it, that the Department has not suffered from the plan pursued by the Postmaster. In future the true amount of postage on the matter in question will be entered under proper headings at the close of each day.

The fees collected on registered letters are correctly brought to account from month to month.

#### BOXES AND DRAWERS.

There are in the Hamilton office 640 boxes and 147 drawers. Of the former, 380, and of the latter 6 are rented. The annual charge for boxes, except those in an unfavourable position, is \$2; those on the upper tier are rented for \$1 per year; the drawers are rented for \$4 per annum. As the box rents are obtained, they are accounted for by the Postmaster in the usual way. There is at the present time over \$400 in box rents uncollected.

We directed the Postmaster to make a special effort to collect outstanding rents, and to be more particular in future on this point.

The number of drawers in use is, as has been already stated, quite small, the largest number rented at one time was thirteen. Between 1856 and the present time, \$274 have been collected for drawers; of this sum the Postmaster has paid to the Department \$100, leaving \$174 remaining in his hands. (See statement marked D.) Mr. Ritchie explains that he has viewed the question as to whether Postmasters should return drawer rents to the Department, as being an open one, and that in consequence, he has not accounted for these rents obtained since 1858; that he has kept a correct account of the sums received from this source, and if required, will pay it (\$174) to the Department.



ence, and that any diminution of the staff would consequently cause dissatisfaction. At certain hours of the day there is, of course, a lull, when the services of some might be dispensed with; but those hours are generally devoted to the meals of employes, or, at times, work which is of less immediately pressing character is attended to.

One striking exception, however, to this chain of deduction is to be found in the manner in which the duties appertaining to the heads of the office are distributed. The Postmaster appears to commit to the Assistant Postmaster some of those functions, such as that of general superintendence over the labors in operation when he is himself present, and keeping the cash, which, in our opinion, properly appertain to the Postmaster. Even with these additions it is difficult to point out in what manner the time of the Assistant Postmaster is occupied. His hours of attendance, it is true, are short. According to the testimony of one of the clerks, whom we examined, and all of them concur in statements to a similar effect, that officer "does not appear to have any regular hours for attendance upon office duties. It is sometimes 9, 10, or 11 o'clock when he comes to the office, and he has sometimes been not more than an hour in the office during the day." The Postmaster describes also the attendance of the Assistant Postmaster as commencing from 9 to 10, A.M.

The Assistant Postmaster makes up the sent side of the monthly sheets, which might be done by a junior clerk, and which certainly ought not to occupy the attention of the Assistant Postmaster.

Apart from the aid afforded to the Postmaster, already mentioned as work properly belonging to the Postmaster himself, and the assistance given in the opening and closing of English mails, it is not easy to name any duty of importance which is performed by the Assistant Postmaster.

The making up of the sent side of the monthly sheets, which may occupy at the utmost seven or eight days in each month; the keeping of the postage account with merchants and others, which might occupy another day; the assistance given in opening and closing English mails, and some other trifling matters, comprehend the whole category of his services.

We have no hesitation in stating that a re-distribution of the duties now performed by the clerks could easily be made, under which all labor actually performed by the Assistant Postmaster could be apportioned amongst them without entailing any undue burthen. In this way the services of one could be dispensed with.

It is a question whether in a City office, having a staff of eight or ten clerks, an Assistant Postmaster, with a salary of \$1,400 a-year, is necessary to secure the efficiency of the office. The control of one man in such an office is clearly more effective than when it is divided between two. A "chief clerk," with an ordinary salary and under the immediate control of the Postmaster, with the knowledge that his continuance in his position depended upon the zeal and efficiency he evinced, would, we are of opinion, serve as good a purpose as the appointment of an Assistant Postmaster.

In the Hamilton office there is less occasion for the absence of the chief officer than in other places, because he is allowed the enjoyment of a residence on the premises, free of rent, and a supply of fuel, gas, &c., the only Postmaster in the country who possesses such a privilege, amounting at least to a perquisite of \$400 or \$500 a year. There is at all events no occasion for his protracted absence at a distance during ordinary business hours. Although it were held that Assistant Postmasters in the city offices generally were a necessity, it may fairly be questioned whether the same necessity exists where the Postmaster resides on the premises.

In the event of your being of opinion that the maintenance of the Assistant Postmastership of this city is conducive to the efficiency and regularity of the office, we would respectfully suggest that the duties performed by him be extended considerably, and that whilst the Postmaster should assume more of those functions which properly appertain to his office, the Assistant Postmaster should perform a portion of those duties now entrusted to clerks. If this view of the question be adopted, there may in our opinion, without the slightest detriment to the public service, be a deduction of one of the clerks from the present staff. A very slight change in the division of labor, and an adaptation of the hours of meals to suit the requirements of the office, is all that the proposed reduction would call for.

Should this latter suggestion be acceded to, a question will naturally arise as to the particular clerk whose services can be most conveniently dispensed with. On that point

we can only again observe that all the clerks, we may say, are so exemplary in the discharge of their duties that it would seem invidious to single any one out as the most fitting subject for removal. The only claim that one possesses over another, that we can recognize, is that of greater length of service, and the recommendation that we would offer is, that the services of the clerk whose appointment is of the most recent date should be dispensed with. We refer, however, to another portion of this report for a more detailed sketch of the characters and capabilities of the entire staff.

On closing this report we cannot but pay a just tribute to the facilities afforded to us in our enquiry, by the frankness and clearness with which explanations were given to us on every point, as well by the Postmaster as by every other person connected with the office, and we are happy to add that the result of our personal examinations, from hour to hour throughout the entire day, has fully confirmed the authenticity of the statements by them made to us. We have thus been enabled at comparative ease, thoroughly to investigate the conduct and management of this Post Office, and are now qualified to report with confidence their general excellence, save in such exceptional points as we have adverted to. Entering on the task with a desire also to promote economy in the administration of the affairs of the office, we found that comparatively little could be accomplished in that way, but what could be done with safety we have recommended with full confidence of its feasibility, without detriment or in the slightest degree impairing that general feeling of satisfaction which it is so desirable to promote amongst the community with regard to the management of our Postal affairs.

We have the honor to be, Sir,

Your obedient servants,

(Signed,)

MATHEW SWEETNAM,  
W. BRISTOW.

## EVIDENCE.

*Edmund Ritchie* said:—I am Postmaster at Hamilton, and have held that position since October 6th, 1831. My present salary is \$2,000 a year. I occupy the second and third flats in the Post Office building as a residence, for which I am not charged any rent. The stable and out-buildings attached to the Post-Office building were erected at the expense of the Government. My apartments are heated with hot air obtained from the Post Office furnaces;—there are also grates in the several rooms, one of which is frequently used during the winter season, and one or two others occasionally. The coal consumed in these grates is paid for by the Department. The wood used in my apartments is also paid for by the Department, and so is the gas and water. The residence in the Post Office building, and the supply of fuel and light was authorised by the Honorable James Morris, who was Postmaster General at the time the office was built; the authority was not given me by official letter, but was communicated to me verbally. My office hours are from 8 a.m. to 6 p.m. I exercise a general supervision over the clerks in the office; generally make up the weekly Money Order Return; attend to the official correspondence, and make up the monthly account current. The staff of the office consists of myself as Postmaster, the Assistant Postmaster, eight clerks, one messenger, and one letter carrier. The Assistant Postmaster attends from 9 or 10 a.m. to 7 p.m., with intermission for lunch and dinner. He aids me in superintending the work of the office; keeps the cash; makes up the "centside" of the monthly sheets; makes up the accounts for postage kept with merchants and others; and assists in such work as it may be necessary for him to do. With the clerks, porter, and letter carrier I am very much pleased; they, the clerks, are all good; there is much harmony amongst them, and they are always willing to assist each other. Absence from the office, on the part of the employés, is not equal to one per day: each clerk has leave of absence for a period of one week during each year.

Between the 1st June, 1854, and the 1st July, 1861, I performed the mail service between the Hamilton Post Office and the Great Western Railway Station, for which I

was paid, when there were two trips to be made per day, at the rate of \$560 a year; afterwards the trips were increased to ten or twelve a day, for which I was allowed at the rate of \$1432 per annum. I was paid at the latter sum for a period of two or three years. The first arrangement for the mail service was sanctioned by the Hon. M. Cameron, then Postmaster General. There was no contract entered into. I keep postage accounts with merchants and others, for which I charge a commission. These commissions, for the year ended 30th September last, amounted to \$366.21. The commission received scarcely covers the losses occasioned by the running of postage accounts. I think that the keeping of these accounts produces a saving of time on the delivery of mails.

There are about 380 boxes and 6 drawers rented. The rent of the boxes vary from \$1 to \$2 per annum, and of drawers the rent is \$4 a-year. The rents received from boxes are brought to account in the Monthly Account Current as they are collected. The drawer rents have not latterly been accounted for to the Department—that is, during the last three years. The drop letters, until very lately, have been averaged: the quantity has been computed by the actual number received on one day; this test has been made once or twice a-year. The same course has been followed with the United States newspapers, pamphlets and circulars, received for Hamilton delivery, not charged in the letter-bills. The drop letters and the United States newspapers, &c., are now counted as they are received from day to day, and the number is correctly entered in the accounts kept for the purpose. This method has been adopted within the last month. The stationery is received in part from the Department, but chiefly from Messrs. Buntin & Co. I will supply you with samples of stationery obtained for the office, together with the prices paid. Advertising and printing is now done at the "Hamilton Times" Office, agreeable with instructions given to me by the Department. The advertised Letter Lists are inserted at the price fixed by the Department, and other official notices are charged at the usual rate for advertisements. Blank books, for use in the office, are furnished by the head office at Quebec, and by the Inspectors at London and Toronto. For the supply of coal and wood I do not invite tenders, but I procure them at the lowest prices I possibly can. The office is not well lighted during the day time, owing to the construction of the building. The internal fittings are satisfactory, and afford all reasonable convenience for the performance of the office work. The office duties are, I think, equally distributed amongst the clerks, and they, the clerks, are fully employed during eight or eight hours and a-half each day. The staff is large enough, but I do not think one clerk could be spared.

*Frederick E. Ritchie* said:—I am Assistant Postmaster in the Hamilton Post Office. I was appointed to the office in July, 1848, and to the Assistant Postmastership in July, 1857. My hours of attendance are from 9 A.M. to 7.30 P.M., and on the occasions of opening and closing English mails, I am in the office sometimes as early as 5 A.M., and as late as 8 or 9 P.M. I reply to correspondence received; I have entire charge of the cash; make up the monthly account current; make up the sent side of the monthly sheets; make up the postage accounts with merchants and others; fill up the letter bills for English mails, and assist to open and close English mails. An account of the box or drop letters is kept by a clerk in the delivery, and of United States newspapers, pamphlets and circulars not charged in letter bills for Hamilton delivery as they are received. The postage chargeable in this class of matter is carefully entered from day to day. This method has been introduced quite recently. The former plan was to estimate the amount of postage chargeable on the matter referred to. The rule which has been followed in the collection of postage on Canadian newspapers is to put a card in the box of persons holding boxes, on which is written the names of such papers as are taken by them; a separate account is kept of the newspaper postage paid by persons who have no boxes. From the cards and the accounts alluded to, the newspaper return is made up once a quarter for transmission to the Department. I think that this plan answers the purpose very well, and secures the proper collection of the revenue.

In the office there are 640 boxes and 147 drawers. 380 boxes and six drawers are rented. There is considerable difficulty in the obtainment of box rents; as box rents are collected, they are accounted for to the Department; the drawer rents are not, I believe, accounted for to the Department. There are thirty-nine postage accounts kept with merchants and others. The Postmaster receives a commission from the parties for the privilege of running these accounts. The making up of these postage accounts, and rendering

the bills, occupies about one day in each month of my time. I think that the keeping of postage accounts does not impede the work of delivering mails. The loss attending the running of postage accounts is considerable, occasioned by the failure of parties in business.

Mr. Colbeck is Money Order clerk, and I do not attend to the Money Order business except in the absence of Mr. Colbeck. I do not aid in the delivery except in the absence of a clerk, and I do not assist in the mailing department except in the English mails, as already stated, save in the absence of a clerk or when the work is excessive. The messenger does not stamp letters; he is confined to the work of a messenger and porter. A good feeling prevails amongst the clerks; they are all willing and desirous to perform the work allotted to them, and as a whole I regard the staff as being very efficient. The work is, I think, evenly divided among the clerks, and I have heard of no complaint from any of the clerks that there is an unfair distribution of labor. There is not the slightest exhibition of anything like insubordination on the part of any clerk in the office, and everything goes on quite harmoniously.

There is one letter-carrier, Benjamin Dunning, —he does not receive a stated salary, but retains instead the carrier's fees collected on letters and papers, which amount to about \$300 a year. The internal arrangements of the office are very good, and afford every reasonable facility for carrying on the work of the office. The habits of the clerks, as regards sobriety, are good; none of them are intemperate; there is no spirituous liquor used in the office. The clerks are regular in their attendance, and closely observe the hours assigned to them for attendance to office duties.

*Charles W. Brega* said:—I am a clerk of the 3rd class; my salary is \$600 a year. I was appointed on the 20th March, 1857. My hours of attendance are from 8 A.M. to 7 P.M., with an intermission of two hours for dinner and one hour for tea. (Here follows a description of his work). The clerks in the office are fully employed and the work is equally divided. An excellent feeling exists between the clerks and the Postmaster, and on the part of the clerks towards each other.

*Charles Howard* said:—I am a clerk in the Hamilton Post Office, of the 2nd class; my salary is \$1,100 a year. My hours of attendance are from 7.30 A.M. to 7 P.M., with an intermission of two hours for dinner and one hour for tea. I am principal General Delivery (wicket) clerk. (Here follow his duties). Until recently the number of drop letters for delivery was averaged; recently these letters have been carefully counted, and the number received daily, charged. I am not aware how U. States newspapers, &c., not charged in the letter bills, are brought to account. I keep the letter carrier's account. I think the letter carrier makes about \$1 or \$1.25 per day. Two wickets are kept open continually, and a clerk to attend each is absolutely necessary. I do not know what the duties of the Assistant Postmaster are; he sometimes aids in the delivery when a clerk is absent from illness or some other cause,—he is generally in the Postmaster's room. I cannot say how many hours during each day the Assistant Postmaster is in attendance at the office. The arrangements in the office are as good as could be desired.

*Alfred Crisp* said:—I am a clerk of the 2nd class, and my salary is \$1,100 a year. I was appointed in May, 1849. My hours are from 6 A.M. to 6.30 P.M. I am allowed two hours for dinner and two hours for breakfast. (Here follows a statement of his duties). Three clerks are necessary at one time to sort and make up mails. The Postmaster is usually in the office before 8 A.M. The Assistant Postmaster does not come to the office early, except when an English mail arrives during the night; he is then on hand between 5 and 6 o'clock A.M. He takes no part in closing or despatching mails; when pressed for time he has been asked to aid in making up mails, but not often. The Assistant Postmaster is in the Postmaster's room nearly all day, but what his precise duties are, I cannot explain. The clerks are all fully employed, and work harmoniously together. The internal arrangements of the office are very good. I believe that the clerks are all competent and industrious, and they perform the work allotted to them willingly.

*Henry Colbeck* said:—I am a clerk in the Hamilton Post Office, of the 2nd class, and receive a salary of \$900 a year. I was appointed on the 1st of September, 1854; my hours for attendance at the office are from 8 A.M. to 6 P.M.—within this time I take about half an hour for lunch. I am Money Order clerk. I issue and pay money orders, and write up the money order account books. I enter all registered letters addressed to

Hamilton, and deliver them. I sort up the letters for English mails, and make up the English mail. When closing English mails I am aided by the Assistant Postmaster, who checks the amount to be entered in the letter bills, and fills up the English letter bills. I keep the English mail accounts of mails sent and received, and prepare the English mail returns for transmission to the department.

Except the making out of the letter bills which accompany the English mails despatched, and the duplicate copy for the department, I keep all accounts connected with the English mails. I assist in keeping the postage stamps' account. I enter the stamps given to the delivery clerks for sale at the wickets, and keep the accounts with the postage stamp-vendors, namely, George Barnes & Co., Eastwood Leight; to these gentlemen a discount of five per cent. is allowed on the stamps they dispose of. The Postmaster is very attentive to his duties; he is chiefly occupied in his own room. I cannot speak as to the time spent in the office by the Assistant Postmaster. He aids me in making up English mails going out, and assists in checking English mails received. He makes up one side of the monthly sheets—I think it is the sent side. He occasionally assists in the general delivery when any of the clerks are absent. I am not aware that he does any work in the mailing department except what I have already described. There are four delivery clerks including Mr. Brega, the monthly sheet clerk. Two wickets are kept open during office hours, in addition to the wicket at which the money order business is done, and at which the registered letters are given out. I believe that the clerks are fully employed, and it is my opinion that the staff cannot be reduced without seriously affecting the work of the office. An excellent feeling pervades the staff.

*John B. Eager* said:—I am clerk of the 3rd class—my salary is \$800 a year. I entered the office 1st January, 1853. My office hours are from 8 A. M. to 6 30 P. M., with two hours' intermission for dinner. I assist in making up mails, and am also employed in the delivery. I re-direct letters when necessary; make up the gentlemen's advertised letter list, and prepare the letters and papers for the dead-letter office. A general delivery wicket, at which letters and papers addressed to persons not having boxes, and at which some of the box holders' letters and papers are also delivered, is kept open during office hours. A box delivery wicket is also kept open during office hours, and a wicket at which registered letters are delivered, and money orders are issued, and paid certificates for registered letters posted, are only given when asked for. As box or drop letters and United States newspapers, &c., not charged in the letter bills, are brought into the delivery, the number of them to be charged against the office is taken on slips, and at the close of the days the slips are handed to the Postmaster. This mode of keeping an account of this class of matter was introduced about two weeks ago, previous to which time the custom was to take the number of such letters and papers for one week in each year, and to return the number indicated by the result of that week's enumeration. Bills for box rents are handed by the Postmaster to the delivery clerks, that the rents may be collected. As the box rents are obtained they are at the close of each day handed to the Postmaster, together with a slip on which the names of the persons who have paid, the number of the boxes paid for, and the amount received is written; these particulars are then copied into a book purposely kept for box and drawer rents. There are 640 boxes, and 147 drawers in the office. There are 45 postage accounts kept with merchants and others. There is no time lost or additional assistance required in consequence of running these postage accounts.

The Money Order business is performed by Mr. Colbeck. The Assistant Postmaster is generally employed in the Postmaster's room. He seldom assists in the delivery, and not at all in the closing or opening of mails, save the English mails. The Assistant Postmaster, when a clerk is absent, occasionally takes his place during the time allowed for dinner: this does not often happen.

The Assistant Postmaster does not appear to have any regular hours for attendance on office duties. I cannot say what his average attendance each day is. The division of labor amongst the clerks seems to be fairly made. There is no discontent on the part of any of the clerks in regard to the extent of duty allotted to them. A very good feeling exists between the Postmaster and the entire staff. Amongst the clerks there is a readiness to assist each other in case of pressure of work, caused by the absence of any member of the staff, or from any other reasons. The Postmaster attends closely to his duties. He takes no part in the opening or making up of mails.

*Henry A Eagers* said:—I am a clerk of the 3rd class; I was appointed on the 1st January, 1854, and my present salary is \$800 a-year. My hours are from 8 A. M. to 7.30 P. M., and, on alternate Mondays and every Thursday, I remain until 8 P. M. I am allowed two hours for dinner and one hour for tea. I am a mail despatch clerk. (Here follows a description of his work). I think that in 1856 and 1857 more forward letters passed through the Hamilton office than now pass through. The railways have been instrumental in taking off the Hamilton office a good deal of matter which formerly was sent here for distribution.

Hamilton is now the distributing office for United States newspapers for Canada sent from Buffalo, Rochester and New York city, the greater part of which were formerly sent to Clifton, or the railway mail clerks. This increase appears to be confined to newspapers. There is one clerk less in the office than there was in 1858. I keep the account of the forward registered letter fees. I hand a monthly statement of these fees to the Postmaster for his account current, and keep a book in which the number and amount is entered monthly. The work in the mailing department, which is the only department I can speak positively about, is equally divided. The clerks are very agreeable towards each other, and an excellent feeling exists between the clerks and the Postmaster. I cannot speak as to the hours of attendance of the Assistant Postmaster; he assists in opening and closing English mails, otherwise he does not aid in the mailing department. If we are hard pushed and he is asked, he assists, but it is very seldom he is thus called upon to aid us. The arrangements in the mailing office are as good, I think, as can be devised. When I first entered the office the Assistant Postmaster made up the United States mails, and some others, which he does not now do.

*John A Smith* said: I am a third class clerk; I was appointed in November, 1854, and my present salary is \$800 a-year. My hours are from 7 A. M. to 7 P. M., with an intermission of 3¼ hours for breakfast, dinner and tea. I assist in the delivery. (Here follows a description of his duties). The clerks in the office are fully employed.

*George H. Armstrong, jr.*, said:—I am a clerk of the 3rd class; my salary is \$800 a-year. I was appointed in September, 1855. My hours are from 6 A.M. to 7.30 P.M. I am allowed 4¼ hours for breakfast, dinner and tea. I am a mail despatch clerk. I take letters and papers from the receivers and rate and stamp them. The letters for city delivery are stamped by the clerks engaged in the delivery, and those received from other offices for despatch are stamped by Mr. Crisp and Mr. Henry Eager. I enter, in a book kept for the purpose, the mails as they are received, and I unlock the leather bags. I rate and sort newspapers received for despatch. I make up mail packages, place them in the canvas bags, and I also lock and label the leather bags going out.

The messenger does not stamp letters, neither does he usually open and empty the leather bags containing mails for Hamilton. The work in the office is, I think, equally divided. There are no complaints made by any of the clerks in reference to the duties assigned to them, and there is an excellent feeling existing among the clerks and between the clerks and the Postmaster. The Postmaster does not aid in the delivery or in the mailing departments. Except in connexion with the English mails the Assistant Postmaster is rarely employed in the delivery or mailing departments of the office. His hour of arrival at the office varies; it is sometimes 9, 10 and 11 o'clock, A. M. when he comes to the office, and he has sometimes been not more than an hour in the office during the day. During the last two or three weeks the Assistant Postmaster has been in the office more than usual.

*Andrew Burns* said:—I am a messenger in the Hamilton Post Office. I was appointed 2nd September, 1857. My salary is \$300 a-year. I do not reside in the Post Office building. My hours are from 6 A. M. to 7.15 P. M. I am allowed four hours for breakfast, dinner and tea. I saw all the wood used in the Post Office and in the Postmaster's residence. I clean the office, and open and close it. I reverse the canvas bags, and put them and the locks and labels in their proper places. At the time of closing the mails, I remove the newspapers from the boxes and put them in the proper bags. I attend to such messages as the Postmaster and Assistant Postmaster may direct me to do. I clean the rating stamps twice a week. I do not stamp letters. In the winter season, in addition to the work already described, I make fires in the stoves and furnaces in the Post Office departments. On Sundays, in the winter time, I go to the office three times during the day to attend to the furnaces.

*Benjamin Dunnett* is the letter carrier. He has been employed at his present duties for several years. He is not paid a stated salary, but is permitted to retain letter carrier's fees collected on letters and papers which he delivers; this is supposed to yield about \$300 a-year. His beat is equal to about a mile and a half from East to West, and nearly the same distance from North to South. He appears to be fully occupied.

RETURN of Staff in the Hamilton Post Office, from 1st January, 1859, to 30th September, 1862.

|                                                  |  |      |
|--------------------------------------------------|--|------|
| 1859.                                            |  |      |
| January,—E. Ritchie, Postmaster.....             |  | 1    |
| F. E. Ritchie .....                              |  | 1    |
| Charles Howard.....                              |  | 1    |
| A. Crisp.....                                    |  | 1    |
| H. Colbeck.....                                  |  | 1    |
| J. B. Eager.....                                 |  | 1    |
| H. A. Eager.....                                 |  | 1    |
| J. Smith.....                                    |  | 1    |
| G. H. Armstrong.....                             |  | 1    |
| P. E. Bucke.....                                 |  | 1    |
| C. W. Brega.....                                 |  | 1    |
| A. Burns, Messenger.....                         |  | 1    |
|                                                  |  | — 12 |
| 1860.                                            |  |      |
| Feb. 25,—Deduct Bucke, and } .....               |  | 2    |
| Jan. 18,— “ F. E. Ritchie, } .....               |  | —    |
| And Henderson, from March to July, temporary.    |  | 10   |
| 1861.                                            |  |      |
| Jan. 31,—Add F. E. Ritchie.....                  |  | 1    |
|                                                  |  | —    |
| 1862,—No alteration in staff.                    |  | 11   |
| Remaining the same as in 1859, less P. E. Bucke. |  |      |

(A.)  
RETURN OF ALL PERSONS EMPLOYED IN THE HAMILTON POST OFFICE.

| NAME.               | Rank.                    | Present Salary. | Date of Appointment.                                                                                                                                                                                                                                  | Hours during which employed. | DUTIES.                                                   |
|---------------------|--------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------------------|
| E. Ritchie,.....    | Postmaster,.....         | \$2,000         | 6th Oct., 1831.                                                                                                                                                                                                                                       | 8 A.M. to 6 P.M.,            | General superintendance of Office.                        |
| F. E. Ritchie,..... | Assistant Postmaster,... | 1,400           | 6th July, 1848.                                                                                                                                                                                                                                       | 9 " 7.30 "                   | English Mails, Correspondence, Monthly Account, &c.       |
| C. Howard,.....     | 2nd Class.....           | 1,100           | 1st Sep., 1842.                                                                                                                                                                                                                                       | 7.30 " 7 "                   | Wicket Clerk, and sorting for delivery.                   |
| A. Crisp,.....      | " .....                  | 1,100           | 1st May, 1849.                                                                                                                                                                                                                                        | 6 " 6.30 "                   | Sorting forward Letters, opening and making up Mails.     |
| H. Colbeck,.....    | " .....                  | 900             | 1st Sep., 1854.                                                                                                                                                                                                                                       | 8 " 6 "                      | Registered Letters, inwards; Money Order, English Mail.   |
| J. B. Eager,.....   | 3rd Class.....           | 800             | 1st Jan., 1853.                                                                                                                                                                                                                                       | 8 " 6.30 "                   | Wicket Clerk; assists with early Mails.                   |
| H. A. Eager,.....   | " .....                  | 800             | 1st " 1854.                                                                                                                                                                                                                                           | 8 " 7.30 "                   | Registered Letters, outward; sorting and making up Mails. |
| J. A. Smith,.....   | " .....                  | 800             | 28th Nov., 1854.                                                                                                                                                                                                                                      | 7 " 7 "                      | Wicket Clerk, and sorting delivery.                       |
| G. Armstrong,.....  | " .....                  | 800             | 12th Sep., 1855.                                                                                                                                                                                                                                      | 6 " 7.30 "                   | Sorts forward Letters and Papers.                         |
| C. W. Brega,.....   | " .....                  | 600             | 26th March, '57.                                                                                                                                                                                                                                      | 8 " 7 "                      | Wicket Clerk, Sheets, and U. S. Bills.                    |
| A. Burns,.....      | Messenger .....          | 300             | 2nd Sep., 1857.                                                                                                                                                                                                                                       | 6 " 7.30 "                   | Furnaces, sweeping Offices, &c., &c.                      |
|                     |                          | \$10,600        | <p>These hours and duties are contingent on the regular arrival and departure of the ordinary Mails. They are both increased on English Mail days, either inwards or outwards, and during any irregularity in the running of the Railway trains.—</p> |                              |                                                           |

Post Office, HAMILTON,  
19th November, 1862.

## (B.)—MAILS DESPATCHED FROM HAMILTON.

| Hour of Departure. | Route.              | Offices.               | No. | Total No. |
|--------------------|---------------------|------------------------|-----|-----------|
| 8 a.m.             | G. W. R., West..... | Dundas .....           | 1   | 18        |
|                    |                     | Rockton .....          | 1   |           |
|                    |                     | Sheffield .....        | 1   |           |
|                    |                     | West Flamboro' .....   | 1   |           |
|                    |                     | Branchton .....        | 1   |           |
|                    |                     | Bentinck .....         | 1   |           |
|                    |                     | Hespeler .....         | 1   |           |
|                    |                     | Harrisburg .....       | 1   |           |
|                    |                     | Galt .....             | 1   |           |
|                    |                     | Guelph .....           | 1   |           |
|                    |                     | Berlin .....           | 1   |           |
|                    |                     | Preston .....          | 1   |           |
|                    |                     | G. W. R., West.....    | 1   |           |
|                    |                     | Brantford .....        | 1   |           |
|                    |                     | Paris .....            | 1   |           |
|                    |                     | Ingersoll.....         | 1   |           |
|                    |                     | Woodstock.....         | 1   |           |
| London .....       | 1                   |                        |     |           |
| 9 a.m.             | Port Dover .....    | Glenford.....          | 1   | 9         |
|                    |                     | Hagersville .....      | 1   |           |
|                    |                     | Hullsville .....       | 1   |           |
|                    |                     | Jarvis .....           | 1   |           |
|                    |                     | Oneida .....           | 1   |           |
|                    |                     | Ryckman's Corner.....  | 1   |           |
|                    |                     | Seneca .....           | 1   |           |
|                    |                     | Simcoe .....           | 1   |           |
| Port Dover.....    | 1                   |                        |     |           |
| 9.45 a.m.          | Toronto .....       | Oakville.....          | 1   | 9         |
|                    |                     | Wellington Square..... | 1   |           |
|                    |                     | Milton.....            | 1   |           |
|                    |                     | Nelson.....            | 1   |           |
|                    |                     | Port Nelson.....       | 1   |           |
|                    |                     | Aldershot .....        | 1   |           |
|                    |                     | Waterdown.....         | 1   |           |
|                    |                     | H. and T. R. R.....    | 1   |           |
| Toronto.....       | 1                   |                        |     |           |
| 9.45 a.m.          | G. W. R., East..... | Beamsville.....        | 1   | 7         |
|                    |                     | Grimsby.....           | 1   |           |
|                    |                     | G. W. R., East.....    | 1   |           |
|                    |                     | St. Catharines.....    | 1   |           |
|                    |                     | Clifton .....          | 1   |           |
|                    |                     | Thorold .....          | 1   |           |
| Niagara .....      | 1                   |                        |     |           |
| 10.30 a.m.         | Stoney Creek.....   | Stoney Creek.....      | 1   | 2         |
|                    |                     | Bartonville .....      | 1   |           |
| 10.30 a.m.         | Ancaster .....      | Ancaster .....         | 1   | 1         |
| 10.30 a.m.         | Brock Road.....     | Dundas .....           | 1   |           |
|                    |                     | Aberfoyle .....        | 1   |           |
|                    |                     | Greensville.....       | 1   |           |
|                    |                     | Morrison .....         | 1   |           |
|                    |                     | Puslinch .....         | 1   |           |
|                    |                     | Strabano .....         | 1   |           |
|                    |                     | Freelton.....          | 1   |           |
| 12.45 p.m.         | G. W. R., West..... | B. and L. H. R. ....   | 1   | 7         |
|                    |                     | Stratford.....         | 1   |           |
|                    |                     | Goderich .....         | 1   |           |
|                    |                     | Sarnia Branch .....    | 1   |           |
|                    |                     | Sarnia.....            | 1   |           |
|                    |                     | G. W. R., West.....    | 1   |           |
|                    |                     | Paris.....             | 1   |           |
|                    |                     | Carried forward.....   | 7   | 53        |

MAILS DESPATCHED FROM HAMILTON—*Continued.*

| Hour of Departure.                    | Route.                        | Offices.             | No. | Total No. |
|---------------------------------------|-------------------------------|----------------------|-----|-----------|
|                                       |                               | Brought forward..... | 7   | 53        |
| 12.45 p.m.                            | G. W. R., West— <i>cont'd</i> | Ingersoll.....       | 1   |           |
|                                       |                               | Chatham.....         | 1   |           |
|                                       |                               | Windsor.....         | 1   |           |
|                                       |                               | London.....          | 1   | 11        |
| 2 <sup>50</sup> / <sub>100</sub> p.m. | Toronto.....                  | Toronto.....         | 1   |           |
|                                       |                               | Oakville.....        | 1   | 2         |
| 2 p.m.                                | Waterdown.....                | Carlisle.....        | 1   |           |
|                                       |                               | Cumminsville.....    | 1   |           |
|                                       |                               | Kilbride.....        | 1   |           |
|                                       |                               | Waterdown.....       | 1   | 4         |
| 2.15 p.m.                             | G. W. R., East.....           | St. Catharines.....  | 1   |           |
|                                       |                               | Clifton.....         | 1   |           |
|                                       |                               | Albany.....          | 1   |           |
|                                       |                               | Boston.....          | 1   |           |
|                                       |                               | New York.....        | 2   |           |
|                                       |                               | Buffalo.....         | 2   | 8         |
| 2.15 p.m.                             | Mount Albion.....             | Mount Albion.....    | ... | 1         |
| 4.30 p.m.                             | G. W. R., West.....           | Dundas.....          | 1   |           |
|                                       |                               | West Flamboro'.....  | 1   |           |
|                                       |                               | Galt.....            | 1   |           |
|                                       |                               | Guelph.....          | 1   |           |
|                                       |                               | Berlin.....          | 1   |           |
|                                       |                               | Preston.....         | 1   |           |
|                                       |                               | Hespeler.....        | 1   |           |
|                                       |                               | Harrisburg.....      | 1   |           |
|                                       |                               | Simcoe.....          | 1   |           |
|                                       |                               | G. W. R., West.....  | 1   |           |
|                                       |                               | Newbury.....         | 1   |           |
|                                       |                               | Cayuga.....          | 1   |           |
|                                       |                               | Brantford.....       | 1   |           |
|                                       |                               | Paris.....           | 1   |           |
|                                       |                               | Ingersoll.....       | 1   |           |
|                                       |                               | Chatham.....         | 1   |           |
|                                       |                               | Windsor.....         | 1   |           |
|                                       |                               | Woodstock.....       | 1   |           |
|                                       |                               | London.....          | 1   | 19        |
| 6.30 p.m.                             | Toronto.....                  | Toronto.....         | ... | 1         |
| 6.30 p.m.                             | G. W. R., East.....           | G. W. R., East.....  | ... | 1         |
| 7 p.m.                                | Toronto.....                  | G. T. Railway.....   | 1   |           |
|                                       |                               | Kingston.....        | 1   |           |
|                                       |                               | Ottawa.....          | 1   |           |
|                                       |                               | Quebec.....          | 1   |           |
|                                       |                               | Montreal.....        | 1   | 5         |
|                                       |                               | Total.....           | ... | 105       |

## (C.)—MAILS RECEIVED AT HAMILTON POST OFFICE.

| Hour of Arrival. | Route.               | Names of Places from which Mails have been received. | No. of Mails. | Total No. |
|------------------|----------------------|------------------------------------------------------|---------------|-----------|
| 6.30 a.m.        | Western Express..... | Chatham.....                                         | 1             |           |
|                  |                      | Windsor.....                                         | 1             | 2         |
|                  | Eastern Express..... | Albany.....                                          | 1             |           |
|                  |                      | New York.....                                        | 1             |           |
|                  |                      | Buffalo.....                                         | 1             |           |
|                  |                      | Rochester.....                                       | 1             | 4         |
|                  |                      | Carried forward.....                                 | ...           | 8         |

## MAILS RECEIVED AT HAMILTON POST OFFICE—Continued.

| Hour of Arrival. | Route.              | Names of Places from which Mails have been received.                                                                                                                                                                                                                        | No. of Mails.                                                                | Total No. |
|------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------|
|                  |                     | Brought forward.....                                                                                                                                                                                                                                                        | ...                                                                          | 6         |
| 9.05 a.m.        | G. W. R., East..... | G. W. R., East.....<br>St. Catharines.....                                                                                                                                                                                                                                  | 1<br>1                                                                       | 2         |
| 9.25 a.m.        | Stoney Creek.....   | Stoney Creek.....<br>Bartonville.....                                                                                                                                                                                                                                       | 1<br>1                                                                       | 2         |
| 9.30 a.m.        | H. and T. R.....    | Aldershot.....<br>Nelson.....<br>Wellington Square.....<br>Milton.....<br>Oakville.....<br>H. and T. R.....<br>Toronto.....                                                                                                                                                 | 1<br>1<br>1<br>1<br>1<br>1<br>1                                              | 7         |
| 9.30 a.m.        | G. T. R.....        | G. T. R.....<br>Quebec.....<br>Ottawa.....<br>Montreal.....<br>Kingston.....                                                                                                                                                                                                | 1<br>1<br>1<br>1<br>1                                                        | 5         |
| 10.00 a.m.       | Waterdown.....      | Waterdown.....<br>Carlisle.....<br>Cumminsville.....<br>Kilbride.....                                                                                                                                                                                                       | 1<br>1<br>1<br>1                                                             | 4         |
| 11.00 a.m.       | G. W. R., West..... | West Flamboro'.....<br>Preston.....<br>Branchton.....<br>Dundas.....<br>Galt.....<br>Ingersoll.....<br>Woodstock.....<br>G. W. R., West.....<br>Paris.....<br>Sheffield.....<br>Simcoe.....<br>Bentinck.....<br>Berlin.....<br>London.....<br>Guelph.....<br>Brantford..... | 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 16        |
| 1.20 p.m.        | H. and T. R.....    | Toronto.....<br>H. and T. R.....                                                                                                                                                                                                                                            | 1<br>1                                                                       | 2         |
| 1.40 p.m.        | G. W. R., East..... | Boston.....<br>New York.....<br>St. Catharines.....<br>Niagara.....                                                                                                                                                                                                         | 1<br>1<br>1<br>1                                                             | 4         |
| 2.50 p.m.        | Ancaster.....       | Ancaster.....                                                                                                                                                                                                                                                               | 1                                                                            | 1         |
| 3.30 p.m.        | G. W. R., West..... | Amherstburg.....<br>Stratford.....<br>Goderich.....<br>London.....<br>Sarnia.....<br>Newbury.....<br>Sarnia Branch.....<br>B. and L. H. Railway.....<br>Paris.....<br>G. W. R.....                                                                                          | 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1                               | 10        |
| 4.35 p.m.        | Port Dover.....     | Port Dover.....<br>Seneca.....<br>Paris.....                                                                                                                                                                                                                                | 1<br>1<br>1                                                                  |           |
|                  |                     | Carried forward.....                                                                                                                                                                                                                                                        | 3                                                                            | 59        |

MAILS RECEIVED AT HAMILTON POST OFFICE—Continued.

| Hour of Arrival. | Route.               | Names of Places from which Mails have been received. | No. of Mails. | Total No. |
|------------------|----------------------|------------------------------------------------------|---------------|-----------|
| 4.35 p.m.        | Port Dover—continued | Brought forward.....                                 | 3             | 59        |
|                  |                      | Oneida.....                                          | 1             |           |
|                  |                      | Hullsville.....                                      | 1             |           |
|                  |                      | Hagersville.....                                     | 1             |           |
|                  |                      | Simcoe.....                                          | 1             |           |
|                  |                      | Glenford.....                                        | 1             |           |
| 3.35 p.m.        | Toronto.....         | Ryckman's Corner.....                                | 1             | 9         |
|                  |                      | Toronto.....                                         | 1             |           |
|                  |                      | Oakville.....                                        | 1             |           |
|                  |                      | Wellington Square.....                               | 1             |           |
| 6.00 p.m.        | G. W. R., East.....  | H. and T. R.....                                     | 1             | 4         |
|                  |                      | Buffalo.....                                         | 2             |           |
|                  |                      | G. W. R.....                                         | 1             |           |
|                  |                      | St. Catharines.....                                  | 1             |           |
|                  |                      | Clifton.....                                         | 1             |           |
|                  |                      | Grimsby.....                                         | 1             |           |
|                  |                      | Niagara.....                                         | 1             |           |
|                  |                      | Thorold.....                                         | 1             |           |
| Beamsville.....  | 1                    |                                                      |               |           |
| 5.45 p.m.        | Brock Road.....      |                                                      | 1             | 9         |
|                  |                      | Aberfoyle.....                                       | 1             |           |
|                  |                      | Greensville.....                                     | 1             |           |
|                  |                      | Morrison.....                                        | 1             |           |
|                  |                      | Puslinch.....                                        | 1             |           |
|                  |                      | Strabane.....                                        | 1             |           |
| 8.30 p.m.        | G. W. R., West.....  | Erielon.....                                         | 1             | 6         |
|                  |                      | Dundas.....                                          | 1             |           |
|                  |                      | Woodstock.....                                       | 1             |           |
|                  |                      | G. W. Railway.....                                   | 1             |           |
|                  |                      | Ingersoll.....                                       | 1             |           |
|                  |                      | Harrisburg.....                                      | 1             |           |
|                  |                      | Cayuga.....                                          | 1             |           |
|                  |                      | Paris.....                                           | 1             |           |
|                  |                      | London.....                                          | 1             |           |
|                  |                      | Brantford.....                                       | 1             |           |
|                  |                      | Preston.....                                         | 1             |           |
|                  |                      | Galt.....                                            | 1             |           |
|                  |                      | Hespeler.....                                        | 1             |           |
|                  |                      | Dundas.....                                          | 1             |           |
| Guelph.....      | 1                    |                                                      |               |           |
| Total.....       |                      |                                                      | ...           | 14        |
|                  |                      |                                                      |               | 101       |

(D.)

STATEMENT OF DRAWER RENTS AT HAMILTON, TO 30TH SEPTEMBER, 1862.

|                        |           |          |
|------------------------|-----------|----------|
| Collected in 1856,     | - - - - - | \$41 00  |
| “ 1857,                | - - - - - | 48 00    |
| “ 1858,                | - - - - - | 52 00    |
| “ 1859,                | - - - - - | 18 00    |
| “ 1860,                | - - - - - | 68 00    |
| “ 1861,                | - - - - - | 24 00    |
| “ 1862,                | - - - - - | 20 00    |
|                        |           | <hr/>    |
|                        |           | \$274 00 |
| Accounted for to 1858, | - - - - - | 100 00   |
|                        |           | <hr/>    |
|                        |           | \$174 00 |

(E.)

## FUEL, LIGHT, AND WATER FOR 1859, 1860, AND 1861.

| FUEL.<br>1859.  | LIGHT.<br>1859. | WATER.<br>1859. |
|-----------------|-----------------|-----------------|
| \$112 50        | \$115 80        | ...             |
| 4 50            | 48 75           | ...             |
| 209 38          | 45 60           | ...             |
| 3 50            | 132 75          | ...             |
| <u>\$329 88</u> | <u>\$342 90</u> | <u>...</u>      |
| 1860.           | 1860.           | 1860.           |
| \$107 50        | \$84 10         | \$11 75         |
| 1 63            | 36 50           | 11 25           |
| 14 00           | 40 35           | ...             |
| 57 05           | 120 50          | ...             |
| 13 00           | ...             | ...             |
| 210 00          | ...             | ...             |
| <u>\$403 18</u> | <u>\$281 45</u> | <u>\$23 00</u>  |
| 1861.           | 1861.           | 1861.           |
| \$ 2 13         | \$109 65        | \$11 25         |
| 101 00          | 20 05           | 10 00           |
| 2 38            | 75 00           | 9 50            |
| 79 00           | 49 45           | ...             |
| 270 00          | ...             | ...             |
| <u>\$454 51</u> | <u>\$254 15</u> | <u>\$30 75</u>  |

|                             |        |         |
|-----------------------------|--------|---------|
| Wood per cord,.....         | \$4 00 | 1862    |
| “ “ .....                   | 4 25   | 1861    |
| Insurance on Building,..... | \$100  | a-year. |
| Taxes,.....                 | Nil.   |         |

Gas costs \$3  $\frac{00}{100}$  net.

(F.)

STATEMENT of Mails received at Hamilton Office by Ocean Steamers, in September, 1862.

| When received.   | Office.                | Unpaid. |     |       | Paid. |       |       | Papers. | Regist'd. |     |     |
|------------------|------------------------|---------|-----|-------|-------|-------|-------|---------|-----------|-----|-----|
|                  |                        | oz.     | £   | s. d. | oz.   | £     | s. d. |         |           |     |     |
| September 5..... | London.....            | ...     | 0   | 14    | 11    | 76    | 0     | 6       | 1         | ... | 3   |
|                  | Liverpool.....         | ...     | 1   | 6     | 0     | 188½  | 0     | 7       | 10        | ... | 8   |
|                  | Do. Supplementary..... | ...     | 0   | 1     | 4     | 32½   | 0     | 0       | 4         | ... | ... |
|                  | Dublin.....            | ...     | 2   | 4     | 7½    | 80½   | 0     | 1       | 11        | ... | 5   |
|                  | Londonderry.....       | ...     | 0   | 2     | 0     | 16    | ...   | ...     | ...       | ... | 2   |
| " 6.....         | Glasgow.....           | ...     | 0   | 9     | 7     | 92    | 0     | 1       | 10        | ... | 7   |
|                  | London.....            | ...     | 2   | 4     | 6     | 50    | 0     | 9       | 4         | ... | 1   |
|                  | Do. Supplementary..... | ...     | 4   | 10    | 4     | 88½   | 0     | 0       | 3         | ... | 5   |
| " 11.....        | Liverpool.....         | ...     | 4   | 16    | 2     | 34½   | 0     | 1       | 3         | ... | 4   |
|                  | London.....            | ...     | 0   | 11    | 11    | 81    | 0     | 12      | 1         | ... | 9   |
|                  | Liverpool.....         | ...     | 1   | 3     | 9     | 190½  | 0     | 17      | 1         | ... | 1   |
|                  | Do. Supplementary..... | ...     | 0   | 4     | 10    | 40½   | 0     | 0       | 3         | ... | 2   |
|                  | Dublin.....            | ...     | 1   | 10    | 4½    | 66½   | 0     | 3       | 0         | ... | ... |
| " 12.....        | Londonderry.....       | ...     | 0   | 2     | 8     | 9½    | 0     | 0       | 4         | ... | ... |
|                  | Glasgow.....           | ...     | 0   | 5     | 3½    | 79    | 0     | 4       | 4         | ... | 1   |
|                  | London.....            | ...     | 2   | 4     | 3     | 37½   | 0     | 1       | 5         | ... | 2   |
|                  | Do. Supplementary..... | ...     | 3   | 13    | 11    | 73½   | 0     | 0       | 6         | ... | 2   |
|                  | Liverpool.....         | ...     | 5   | 1     | 9     | 35½   | 0     | 0       | 6         | ... | 4   |
| " 19.....        | Liverpool.....         | ...     | 0   | 19    | 3     | 98½   | 0     | 14      | 11        | ... | 15  |
|                  | London.....            | ...     | 1   | 0     | 10    | 198½  | 3     | 1       | 7         | ... | 3   |
|                  | Do. Supplementary..... | ...     | 0   | 2     | 1     | 41    | 0     | 0       | 8         | ... | 1   |
|                  | Dublin.....            | ...     | 1   | 16    | 8     | 81½   | 0     | 2       | 7         | ... | 3   |
|                  | Londonderry.....       | ...     | 0   | 2     | 5     | 14½   | 0     | 0       | 9         | ... | 1   |
| " 19.....        | Glasgow.....           | ...     | 0   | 13    | 0     | 110   | 0     | 4       | 7         | ... | 3   |
|                  | London.....            | ...     | 2   | 10    | 4     | 41½   | 0     | 0       | 10        | ... | 2   |
|                  | Do. Supplementary..... | ...     | 4   | 4     | 3     | 89½   | 0     | 0       | 6         | ... | 3   |
|                  | Liverpool.....         | ...     | 5   | 16    | 10    | 40½   | 0     | 0       | 9         | ... | 1   |
|                  | London.....            | ...     | 0   | 18    | 7     | 84½   | 0     | 7       | 8         | ... | 11  |
| " 27.....        | Liverpool.....         | ...     | 1   | 2     | 1     | 203½  | 1     | 8       | 11        | ... | 2   |
|                  | Do. Supplementary..... | ...     | 0   | 6     | 3     | 39½   | 0     | 1       | 2         | ... | 1   |
|                  | Dublin.....            | ...     | 1   | 17    | 0½    | 65½   | 0     | 6       | 1         | ... | ... |
|                  | Londonderry.....       | ...     | 0   | 0     | 8     | 3½    | ...   | ...     | ...       | ... | ... |
|                  | Glasgow.....           | ...     | 0   | 8     | 9½    | 87    | 0     | 1       | 4         | ... | 1   |
| " 29.....        | London.....            | ...     | 2   | 5     | 4     | 41½   | 0     | 0       | 6         | ... | ... |
|                  | Do. Supplementary..... | ...     | 5   | 17    | 10    | 82    | ...   | ...     | ...       | ... | ... |
|                  | Liverpool.....         | ...     | 4   | 10    | 11    | 26    | ...   | ...     | ...       | ... | ... |
|                  |                        | ...     | £66 | 1     | 4½    | 2631½ | £10   | 1       | 2         | ... | 102 |

STATEMENT of Mails received at Hamilton by Ocean Steamers.

| When received. | Office.                | Unpaid. |     |       | Paid. |       |       | Papers. | Regist'd. |     |     |
|----------------|------------------------|---------|-----|-------|-------|-------|-------|---------|-----------|-----|-----|
|                |                        | oz.     | £   | s. d. | oz.   | £     | s. d. |         |           |     |     |
| October 2..... | London.....            | ...     | 0   | 18    | 2     | 81½   | 2     | 12      | 1         | ... | 10  |
|                | Liverpool.....         | ...     | 1   | 5     | 11    | 202½  | 0     | 14      | 7         | ... | 11  |
|                | Do. Supplementary..... | ...     | 0   | 2     | 7     | 28    | ...   | ...     | ...       | ... | 5   |
|                | Dublin.....            | ...     | 1   | 15    | 0½    | 73    | 0     | 2       | 11        | ... | ... |
|                | Londonderry.....       | ...     | 0   | 3     | 9     | 13    | 0     | 0       | 2         | ... | 4   |
| " 3.....       | Glasgow.....           | ...     | 0   | 9     | 0     | 80½   | 0     | 1       | 6         | ... | 4   |
|                | London.....            | ...     | 1   | 16    | 10    | 78    | 0     | 1       | 7         | ... | 4   |
|                | Do. Supplementary..... | ...     | 3   | 16    | 5     | 56    | ...   | ...     | ...       | ... | 4   |
| " 9.....       | Liverpool.....         | ...     | 4   | 6     | 7     | 31½   | 0     | 1       | 0         | ... | 1   |
|                | London.....            | ...     | 0   | 13    | 9     | 67½   | 0     | 12      | 6         | ... | 3   |
|                | Liverpool.....         | ...     | 1   | 10    | 8     | 183   | 0     | 15      | 9         | ... | 1   |
|                | Do. Supplementary..... | ...     | 0   | 5     | 0     | 50½   | 0     | 0       | 2         | ... | 5   |
|                | Dublin.....            | ...     | 1   | 10    | 11    | 62½   | 0     | 2       | 3         | ... | 1   |
| " 11.....      | Londonderry.....       | ...     | 0   | 0     | 4     | 13½   | 0     | 0       | 3         | ... | 3   |
|                | Glasgow.....           | ...     | 0   | 4     | 9½    | 77½   | 0     | 1       | 9         | ... | 1   |
|                | London.....            | ...     | 1   | 17    | 11    | 50½   | 0     | 0       | 11        | ... | 1   |
|                | Do. Supplementary..... | ...     | 3   | 7     | 10    | 57    | 0     | 0       | 3         | ... | 5   |
|                | Liverpool.....         | ...     | 5   | 9     | 0     | 35    | 0     | 1       | 3         | ... | 2   |
| " 15.....      | London.....            | ...     | 0   | 10    | 7     | 85½   | 0     | 8       | 7         | ... | 16  |
|                | Liverpool.....         | ...     | 1   | 7     | 0     | 183½  | 1     | 9       | 6         | ... | ... |
|                | Do. Supplementary..... | ...     | 0   | 1     | 8     | 38    | 0     | 1       | 8         | ... | 4   |
|                | Dublin.....            | ...     | 1   | 7     | 3     | 72½   | 0     | 4       | 5         | ... | 1   |
|                | Londonderry.....       | ...     | 0   | 2     | 8     | 10½   | 0     | 0       | 3         | ... | 1   |
| " 25.....      | Glasgow.....           | ...     | 0   | 9     | 10½   | 98½   | 0     | 4       | 7         | ... | ... |
|                | London.....            | ...     | 1   | 14    | 3     | 37½   | 0     | 0       | 2         | ... | 1   |
|                | Do. Supplementary..... | ...     | 3   | 7     | 5     | 60½   | 0     | 0       | 3         | ... | 4   |
| Liverpool..... | ...                    | 4       | 8   | 5     | 21½   | 0     | 1     | 0       | ...       | ... |     |
|                |                        | ...     | £43 | 3     | 7½    | 1861½ | £7    | 19      | 5         | ... | 88  |

(G.)

## STATEMENT of Mails despatched from Hamilton Post Office by Ocean Steamers, in Sep., '62.

| Date of Bill.    | Offices.          | Unpaid. |            | Paid. |          | Papers. | Regist'd. |
|------------------|-------------------|---------|------------|-------|----------|---------|-----------|
|                  |                   | oz.     | £ s. d.    | oz.   | £ s. d.  |         |           |
| 1862.            |                   |         |            |       |          |         |           |
| September 1..... | London .....      | 3½      | 0 4 11     | 86    | 0 17 6   | 125     | 2         |
|                  | Liverpool .....   | ...     | 0 8 7      | 49½   | 0 2 1    | 443     | 4         |
| " 4.....         | London .....      | 24      | 0 14 6     | 119   | 2 6 7    | 326     | 4         |
|                  | Liverpool .....   | ...     | 0 12 9     | 117½  | 0 4 6    | 591     | 4         |
|                  | Dublin .....      | ...     | 0 5 3      | 20½   | 0 3 3    | 163     | 7         |
|                  | Londonderry ..... | ...     | 0 4 5      | 16½   | 0 1 10   | 106     | 5         |
|                  | Glasgow .....     | ...     | 0 5 8      | 112½  | 0 3 0    | 667     | 7         |
| " 8.....         | London .....      | 11      | 0 4 10     | 67    | 0 7 10   | 135     | 2         |
|                  | Liverpool .....   | ...     | 0 7 4      | 72½   | 0 1 10   | 590     | 5         |
| " 11.....        | London .....      | 23      | 0 13 5     | 81    | 2 11 2   | 251     | 5         |
|                  | Liverpool .....   | ...     | 0 11 3     | 108   | 0 5 8    | 560     | 5         |
|                  | Dublin .....      | ...     | 0 2 5      | 36½   | 0 2 1    | 122     | 3         |
|                  | Londonderry ..... | ...     | 0 4 0      | 16    | 0 0 8    | 146     | 1         |
|                  | Glasgow .....     | ...     | 0 8 1      | 98    | 0 1 0    | 560     | 1         |
| " 15.....        | London .....      | 1       | 0 2 4      | 34½   | 0 0 4    | 82      | ...       |
|                  | Liverpool .....   | ...     | 0 3 3      | 58½   | 0 1 2    | 437     | 1         |
| " 18.....        | London .....      | 9½      | 0 12 10½   | 82½   | 2 13 10½ | 273     | 4         |
|                  | Liverpool .....   | ...     | 0 10 5     | 110½  | 0 6 9    | 464     | 6         |
|                  | Dublin .....      | ...     | 0 8 2      | 29½   | 0 2 8    | 114     | 4         |
|                  | Londonderry ..... | ...     | 0 6 1      | 14    | 0 0 8    | 89      | ...       |
|                  | Glasgow .....     | ...     | 0 5 3      | 93½   | 0 3 4    | 532     | 5         |
| " 22.....        | London .....      | 45½     | 0 5 5      | 58½   | 0 11 6   | 123     | 3         |
|                  | Liverpool .....   | ...     | 0 5 8      | 63½   | 0 1 1    | 537     | 3         |
| " 25.....        | London .....      | 10½     | 0 14 10    | 89    | 2 9 3    | 293     | 4         |
|                  | Liverpool .....   | ...     | 0 15 2     | 119   | 0 5 10   | 534     | 5         |
|                  | Dublin .....      | ...     | 0 4 9      | 26½   | 0 2 2    | 132     | 4         |
|                  | Londonderry ..... | ...     | 0 3 4      | 21½   | 0 1 9    | 106     | 2         |
|                  | Glasgow .....     | ...     | 0 15 6     | 97    | 0 2 5    | 559     | 3         |
| " 29.....        | London .....      | 3       | 0 3 10     | 37½   | 0 14 1   | 105     | ...       |
|                  | Liverpool .....   | ...     | 0 5 8      | 62    | 0 0 9    | 461     | 2         |
|                  |                   | 131     | £11 12 11½ | 2004  | £15 6 7½ | 9626    | 101       |

## STATEMENT of Mails despatched from Hamilton Post Office by Ocean Steamers, in Oct., '62.

| Date of Bill.  | Offices.          | Unpaid. |           | Paid. |         | Papers. | Regist'd. |
|----------------|-------------------|---------|-----------|-------|---------|---------|-----------|
|                |                   | oz.     | £ s. d.   | oz.   | £ s. d. |         |           |
| October 2..... | London .....      | 45½     | 0 18 9    | 101   | 2 7 11  | 341     | 5         |
|                | Liverpool .....   | ...     | 0 15 11   | 125½  | 0 5 4   | 537     | 3         |
|                | Dublin .....      | ...     | 0 5 1     | 32½   | 0 3 10  | 124     | 9         |
|                | Londonderry ..... | ...     | 0 1 5     | 22    | 0 1 2   | 99      | 3         |
| " 6.....       | Glasgow .....     | ...     | 0 9 7     | 103½  | 0 2 1   | 575     | 3         |
|                | London .....      | 2½      | 0 5 2     | 93½   | 0 14 0  | 99      | 1         |
|                | Liverpool .....   | ...     | 0 10 10   | 64    | 0 1 9   | 507     | 5         |
| " 9.....       | London .....      | 23½     | 0 5 10    | 86    | 2 2 1   | 202     | 4         |
|                | Liverpool .....   | ...     | 0 14 1    | 110½  | 0 6 3   | 623     | 9         |
|                | Dublin .....      | ...     | 0 3 5     | 22½   | 0 2 2   | 125     | 4         |
|                | Londonderry ..... | ...     | 0 4 8     | 18½   | 0 0 11  | 61      | 3         |
|                | Glasgow .....     | ...     | 0 6 6     | 92½   | 0 2 4   | 497     | 4         |
| " 13.....      | London .....      | 34      | 0 0 8     | 52½   | 0 6 1   | 101     | 2         |
|                | Liverpool .....   | ...     | 0 5 10    | 74½   | 0 1 4   | 403     | 2         |
| " 16.....      | London .....      | 24½     | 0 12 9½   | 99    | 2 8 0   | 283     | 8         |
|                | Liverpool .....   | ...     | 0 11 0    | 108½  | 0 5 0   | 542     | 2         |
|                | Dublin .....      | ...     | 0 8 2     | 24½   | 0 2 8   | 125     | 4         |
|                | Londonderry ..... | ...     | 0 3 5     | 20½   | 0 1 1   | 99      | 2         |
|                | Glasgow .....     | ...     | 0 7 11    | 95½   | 0 3 0   | 544     | 7         |
| " 20.....      | London .....      | 11½     | 0 2 3     | 48½   | 0 9 0   | 109     | 1         |
|                | Liverpool .....   | ...     | 0 11 0    | 60    | 0 2 0   | 433     | 5         |
| " 23.....      | London .....      | 28½     | 0 18 6    | 83    | 2 10 8  | 275     | 4         |
|                | Liverpool .....   | ...     | 0 14 11   | 113   | 0 8 0   | 461     | 6         |
|                | Dublin .....      | ...     | 0 3 5     | 25½   | 0 2 6   | 122     | 5         |
|                | Londonderry ..... | ...     | 0 3 2     | 24    | 0 0 7   | 76      | ...       |
|                | Glasgow .....     | ...     | 0 9 9     | 99    | 0 2 11  | 510     | 6         |
| " 27.....      | London .....      | 2½      | 0 5 6     | 49½   | 0 6 6   | 67      | 1         |
|                | Liverpool .....   | ...     | 0 5 5     | 46½   | 0 1 4   | 295     | 2         |
| " 30.....      | London .....      | 6½      | 0 10 0    | 89½   | 2 16 0  | 264     | 4         |
|                | Liverpool .....   | ...     | 0 14 9    | 120   | 0 5 6   | 495     | 9         |
|                | Dublin .....      | ...     | 0 6 2     | 17½   | 0 2 1   | 90      | 4         |
|                | Londonderry ..... | ...     | 0 4 3     | 20½   | 0 0 9   | 86      | 1         |
|                | Glasgow .....     | ...     | 0 11 1    | 80½   | 0 4 4   | 554     | 8         |
|                |                   | 179     | £13 11 24 | 2223½ | £17 9 2 | 9784    | 176       |

(H.)  
REPTS.

|               | Unpaid received, and Paid sent. | Unpaid received, and Paid sent, British. | Postage on Stamps sold. | Postage on Papers. | Boxes and Drawers. | Errors in former Accounts. | Registration Fees. | Box Letters. | Miscellaneous. | TOTAL.      |
|---------------|---------------------------------|------------------------------------------|-------------------------|--------------------|--------------------|----------------------------|--------------------|--------------|----------------|-------------|
|               | \$ cts.                         | \$ cts.                                  | \$ cts.                 | \$ cts.            | \$ cts.            | \$ cts.                    | \$ cts.            | \$ cts.      | \$ cts.        | \$ cts.     |
| October, 1861 | 864 71                          | 81 82                                    | 1198 50                 | 56 00              | 27 00              | 13 67                      | 27 00              | 241 70       | ...            | 241 70      |
| November, "   | 777 95                          | 76 68                                    | 1347 50                 | 45 00              | 28 00              | 13 44                      | 28 00              | 2288 57      | ...            | 2288 57     |
| December, "   | 754 39                          | 68 29                                    | 1044 00                 | 38 00              | 24 30              | 12 74                      | 24 30              | 2103 71      | ...            | 2103 71     |
| January, 1862 | 773 77                          | 89 76                                    | 1282 00                 | ...                | 23 00              | 12 74                      | 23 00              | 2181 27      | ...            | 2181 27     |
| February, "   | 730 22½                         | 74 46                                    | 1295 25                 | 68 00              | 28 50              | 13 56                      | 28 50              | 2209 99½     | ...            | 2209 99½    |
| March, "      | 859 04                          | 94 16                                    | 1334 50                 | 154 46             | 23 50              | 14 50                      | 23 50              | 2526 00      | ...            | 2526 00     |
| April, "      | 813 37                          | 83 10                                    | 1250 00                 | ...                | 23 60              | 14 35                      | 23 60              | 2335 42      | ...            | 2335 42     |
| May, "        | 814 46                          | 105 42                                   | 1295 75                 | 154 08             | 26 50              | 12 73                      | 26 50              | 2318 83      | ...            | 2318 83     |
| June, "       | 780 43                          | 79 91                                    | 1326 25                 | ...                | 24 00              | 12 73                      | 24 00              | 2421 90      | ...            | 2421 90     |
| July, "       | 738 71                          | 92 73                                    | 1299 00                 | ...                | 24 00              | 12 07                      | 24 00              | 2220 54      | ...            | 2220 54     |
| August, "     | 718 48                          | 100 94                                   | 1157 25                 | ...                | 25 50              | 10 01                      | 25 50              | 2055 49      | ...            | 2055 49     |
| September, "  | 778 22                          | 91 58                                    | 1535 50                 | 150 57             | 51 00              | 11 01                      | 51 00              | 2642 86      | ...            | 2642 86     |
|               | \$9403 78½                      | \$1026 93                                | \$15365 50              | \$620 65           | \$552 00           | \$10 06                    | \$155 02           | \$502 40     | ...            | \$27446 31½ |

DISBURSEMENTS.

|               | Missent.  | Dead Letters. | Stationery. | Printing and Advertising. | Gas.     | Water.  | Fuel.    | Repairing Mail Bags. | Commission on Stamps. | Miscellaneous, Printers, &c. | Salaries.  | Cash remitted Department. | TOTAL.      |
|---------------|-----------|---------------|-------------|---------------------------|----------|---------|----------|----------------------|-----------------------|------------------------------|------------|---------------------------|-------------|
|               | \$ cts.   | \$ cts.       | \$ cts.     | \$ cts.                   | \$ cts.  | \$ cts. | \$ cts.  | \$ cts.              | \$ cts.               | \$ cts.                      | \$ cts.    | \$ cts.                   | \$ cts.     |
| October, 1861 | 8 88      | 22 18         | 29 20       | 32 24                     | ...      | ...     | ...      | 23 41                | 16 65                 | 4 00                         | 753 31     | 1351 83                   | 2241 70     |
| November, "   | 10 13     | 19 69         | 14 70       | 22 67                     | ...      | ...     | ...      | 13 60                | 16 65                 | 48 22                        | 753 31     | 1406 25                   | 2288 57     |
| December, "   | 5 93      | 20 91         | 20 91       | 20 91                     | 49 45    | 9 50    | ...      | 19 50                | 19 20                 | 21 44                        | 753 31     | 1193 95                   | 2103 71     |
| January, 1862 | 9 16      | 23 54         | 40 65       | 41 08                     | ...      | ...     | ...      | 10 25                | ...                   | 10 45                        | 753 31     | 1282 83                   | 2181 27     |
| February, "   | 10 704    | 19 42         | 3 05        | 25 05                     | ...      | ...     | 129 00   | 14 60                | 6 50                  | 3 05                         | 753 31     | 1374 30                   | 2209 99½    |
| March, "      | 9 71      | 25 33         | 3 60        | 35 30                     | 94 20    | 9 50    | ...      | ...                  | ...                   | 111 53                       | 803 31     | 1304 53                   | 2526 00     |
| April, "      | 8 81      | 18 89         | 20 50       | 22 51                     | ...      | ...     | ...      | 27 80                | ...                   | 120 67                       | 1119 13    | 897 11                    | 2235 42     |
| May, "        | 5 76      | 26 50         | 30 32       | 41 55                     | ...      | ...     | ...      | 32 10                | ...                   | 11 09                        | 871 61     | 1299 57                   | 2318 83     |
| June, "       | 7 75      | 23 72         | ...         | 15 79                     | ...      | 9 50    | ...      | 23 25                | 1 75                  | 37 22                        | 863 30     | 1387 72                   | 2421 90     |
| July, "       | 10 73     | 18 21         | ...         | 19 72                     | ...      | ...     | ...      | 11 87                | ...                   | 9 02                         | 883 28     | 1231 66                   | 2220 54     |
| August, "     | 8 80      | 15 75         | ...         | 33 12                     | ...      | ...     | ...      | 22 50                | ...                   | 9 02                         | 883 28     | 1071 43                   | 2055 49     |
| September, "  | 6 16      | 15 53         | 2 88        | 18 62                     | 43 00    | 9 50    | 100 00   | 21 49                | ...                   | 13 21                        | 883 28     | 1520 14                   | 2642 86     |
|               | \$102 61½ | \$239 33      | \$178 98    | \$328 87                  | \$238 55 | \$38 00 | \$229 00 | \$220 37             | \$44 10               | \$102 44                     | \$10073 77 | \$15350 32                | \$27446 31½ |

## LONDON.

(Copy.)

Honorable M. H. FOLEY,  
Postmaster General,  
&c., &c., &c.

LONDON, C. W., 23th November, 1862.

SIR,—We have the honor to report, that agreeable with the instructions conveyed to us in your letter of the 5th instant, to enquire into the entire working and management of the London Post Office, we commenced our labors in this city on the 25th instant. The Postmaster, the Assistant Postmaster, and the other persons employed in the office were examined separately, as to their hours of attendance, duties, and in reference also to the daily routine and such other matters as we considered were of importance to us in the prosecution of the investigation. The books, accounts, and records of the office were carefully reviewed. We were present from the opening of the office until it was closed at night, and closely observed the duties performed, from hour to hour, during the day. By this means we not only obtained an acquaintance of the system which prevails in the office, but, in addition, we were enabled to judge of the extent of the work to be performed by the whole, as well as by each member of the staff.

## EMPLOYÉS.

The persons employed in the office, are as follows, viz :—

|                                                                            |     |
|----------------------------------------------------------------------------|-----|
| L. Lawless, Postmaster .....                                               | 1   |
| R. J. C. Dawson, Assistant Postmaster.....                                 | 1   |
| J. Gordon, monthly sheet and wicket clerk.....                             | 1   |
| F. French, mail despatch clerk.....                                        | 1   |
| J. D. Sherman, registered letter and mail despatch clerk.....              | 1   |
| T. Co lisson, mail despatch clerk.....                                     | 1   |
| J. Carry, wicket clerk.....                                                | 1   |
| H. Dalton, do .....                                                        | 1   |
|                                                                            | — 8 |
| J. Nicholls, letter carrier.....                                           | 1   |
| II. Miller, porter, attends office and Post Office Inspector's Office..... | 1   |
|                                                                            | — 2 |
| Total.....                                                                 | 10  |

From the opinion advanced by the Postmaster, strengthened by our own observations, we are led to entertain the belief that the several members of the staff are qualified to discharge the duties which devolve upon them.

The excellent practice of causing the clerks to become familiar with each department of labour obtains here, and some of them, in consequence, are competent to perform any duties connected with the office, which might be allotted to them.

The Postmaster reports that all connected with the office are regular in their attendance, obedient and respectful,—prompt and careful in the performance of duty, and that in addition, a marked spirit of harmony prevails amongst the clerks. The testimony of the latter indicates an absence of everything bordering on fault-finding and discontent.

We have prepared, with much care, the following brief sketch of the duties and capabilities of the persons engaged in the office.

*Lawrence Lawless* was appointed Postmaster in July, 1852; he was previously a clerk in the London and Toronto offices. His salary is \$1840 a year. Mr. Lawless has a good knowledge of Post Office duty, is pains-taking and methodical, and the satisfactory condition of the office is creditable to him. His hours are from 9 A.M. to 7 P.M.

*R. J. C. Dawson*, the Assistant Postmaster, was appointed clerk in the office in July, 1852, and was promoted to his present position in April, 1860. His salary is \$1000. Mr. Dawson appears to have a general knowledge of Post Office work; he is industrious

and attentive, and performs his work neatly and correctly. He opens the greater part of the mails received; attends to the Money Order business; keeps the chief portion of the accounts, and assists in the mailing and delivery departments, as occasion may require. His hours are from 5.30 A.M. to 6 P.M.

*Joseph Gordon* is a clerk of the 3rd class, and was appointed in November, 1854. His salary is \$800 a year. Mr. Gordon devotes the forenoon of each day to the entering of the letter bills received, and making up the monthly sheets; in the afternoon he is employed in the delivery, attending at the wickets, and sorting letters and paper. He does his work well, but is rather slow; he is punctual, attentive and industrious. His hours are from 7 A.M. to 7 P.M.

*Fleming French* is a clerk of the 3rd class, and entered the office in March, 1858. His salary is \$600 per annum. Mr. French is principal mail despatch clerk. He distributes letters, "calls off" mails, aids in making them up, and sometimes opens mails. He is active, careful and industrious. His hours are from 5.30 A.M. to 8 P.M.

*J. D. Sharman* is a clerk of the 3rd class, and was appointed in April, 1860. His salary is \$600 per annum. Mr. Sharman keeps the mails sent book, enters the amounts in letter bills, records all registered letters for despatch, and some of those for city delivery, and assists in making up mails. He is an excellent clerk, very active and correct. His hours of attendance are from 5.30 A.M. to 8 P.M.

*Thomas Collisson* is a clerk of the 4th class, and was appointed in January, 1861. His salary is \$500 per annum. Mr. Collisson stamps letters, sorts newspapers, makes up letter packages, and assists in putting mails (going out) in their respective bags. He is a pretty good clerk and has fair abilities. His hours of attendance are from 5.30 A.M. to 8 P.M.

*James Curry* is a clerk of the 4th class, was appointed in August, 1861, and receives a salary of \$500 a year. Mr. Curry is principal delivery clerk; attends at the box wicket, and assists to sort letters and papers addressed to London. He also manages the letters for advertising, and makes up the dead-letter returns. Mr. Curry is a very active clerk, and takes a great deal of interest in the duties allotted to him. His hours of attendance are from 6.15 A.M. to 7 P.M.

*Henry Dalton* is a clerk of the 4th class. He was appointed in March, 1862, and receives a salary of \$500 per annum. Mr. Dalton attends to the general delivery wicket, and assists in sorting letters and papers addressed to London. He is a good clerk, and is very attentive to his duties. His hours are from 7 A.M. to 7 P.M.

*John Nicholls* is letter carrier, and was appointed in 1853. He does not receive a fixed salary; but, in lieu thereof, is permitted to retain the carrier's fees which he collects on letters and papers. His income is about \$400 a year. Mr. Nichols does his work well; very few complaints have been made by the public in reference to him. His boat extends about one mile from north to south, and nearly a mile and a quarter from east to west. He is fully occupied.

*Henry Miller*, the messenger, resides in the basement of the Post Office Building, and is supplied with fuel and light free of cost. His name is on the Post Office Inspector's pay list. His salary is \$240 a year. He attends to the Post Office and to the Inspector's office. He is a steady, willing and industrious man, and performs his duties very satisfactorily.

#### POST OFFICE BUILDING.

The first floor of the building is devoted to Post Office purposes, and the upper stories are occupied as offices by the Inspector of the London division. The basement furnishes a residence for the messenger.

The delivery office is less conveniently arranged than is desirable. The box delivery wickets are placed in a section of the delivery front, which, on the outside of the office, is convex instead of concave. The "box delivery wicket" clerk gives out registered letters at a separate wicket, and we noticed that, as a result of the arrangement alluded to, the performance of his work is attended with much annoyance and difficulty.

In the "sorting room," the divisions, tables, &c., used in the making up of mails, are not as compactly placed as they should be.

As the correction of the faulty arrangements in question would not admit of the office being worked with a less staff than is now necessary, we have not asked for permission (because of the cost) to make some changes which would, in our opinion, afford increased convenience, and somewhat lighten the labor of the clerks. In other respects the building seems to be well suited for Post Office purposes.

#### SALARIES.

The salaries paid to the Postmaster, Assistant Postmaster, and six clerks, amount in the aggregate, to \$6,340.00 per annum, as shewn in the accompanying statement, marked A.

Taking \$1,840.00, the amount paid to the Postmaster, from this sum, it leaves a balance of \$4,500.00, which, when divided among the remaining seven employés, gives an average of over \$642.00 a year to each.

#### HOURS OF EMPLOYÉS AND DISTRIBUTION OF LABOR.

The work commences in the London office at 5.30 A.M., and continues until 8 P.M. The clerks are employed from 9 to 10 hours each day, exclusive of the time set apart for meals. The morning duties are especially heavy. Most of the clerks are acquainted with the several departments of the office, and this has enabled the Postmaster to place them at such work as they are best qualified to do. The returns marked B and C shew the arrival and departure of mails. Upwards of 60 mails are received, and about the same number are despatched daily.

#### BOOKS AND ACCOUNTS.

We examined thoroughly the Money Order books, Mails Sent and Received books, Registered Letter books, and the accounts shewing the receipts for drop or box letters and United States newspapers, pamphlets and circulars, the postage on which is not charged in letter bills, and found that these books and accounts have been carefully and correctly kept.

At the commencement of each quarter, a statement of the Canadian newspapers received for London delivery has been made out, and the postage on the whole, at the commuted rate, has been returned to the department. The Postmaster stated that he selected this method with a view to save time and labor, and that as they were nearly all given out at the commuted rate, he was quite satisfied that the revenue derived from this source was fully accounted for. We pointed out that a better plan would be to open an account for each paper received, shewing the names of subscribers thereto, and the amounts actually obtained, that a correct statement might be thus supplied from quarter to quarter, and we directed that it should be adopted.

The postage on box or drop letters, and on United States matter, not charged in letter bills, is correctly noted from day to day in accounts specially prepared for the purpose.

It has been the habit for some time past to put two cent stamps on registered letters, to represent the registration fee. For this reason no return is made of fees collected on registered letters posted at the London office.

#### BOXES AND DRAWERS.

In the London Office there are 780 boxes, and 80 drawers. 390 of the boxes and 30 of the drawers are rented. The former yield \$1.50 and the latter \$3.00 a year. Much care is apparently bestowed on the collection of this item of revenue, and it is accounted for to the Department once a quarter.

The amount returned as collected, during the year ended the 30th September last, is \$838.50.

#### MISCELLANEOUS EXPENSES.

The stationery is chiefly obtained from Messrs. Reid, and judging from an examination of samples and prices, at reasonable rates. The amount paid for stationery during the year ended 30th September, 1862, was \$137.75. We may here observe that the wrapping paper in use, being of a better description, and therefore more costly than necessary, we requested the Postmaster to procure in future a less expensive article, and such as is used in some of the other city offices.

The wood consumed in the Post Office building is procured by the Postmaster, and the coal by the Post Office Inspector, at current rates. The outlay for fuel—including coal and wood, and the cutting of the latter—is about \$160, or \$170 a year. This includes the fuel used in the Post Office, the Inspector's office, and in the messenger's apartments.

The wood purchased in the year 1861 cost \$203, but there is nearly enough on hand to serve for the present winter. For the last three years the average annual cost has been as above stated. The price of wood varies from \$2.25 to \$2.50 per cord, and coal cost about \$7.50 per ton.

Gas is paid for at the tariff rate, and the Postmaster assures us that economy is observed in the using of it. During the last two years the gas account has been rather heavy, owing to late and early work in the office. The gas for the year ended the 21st December, 1861, cost \$230, and the amount to be paid for the current year will be a little in advance of that sum.

The cost of printing and advertising is not excessive. The advertised letter lists are paid for at the price fixed by the Department, and the occasional notices inserted, and circulars printed, are charged for at regular rates. The sum expended under this head, within the year ended the 30th September 1861, was \$194.40.

#### GENERAL OBSERVATIONS.

The method pursued in opening and closing mails, and in the sorting of mail matters, is such as to secure regularity and comparative despatch. It affords us much pleasure to witness the system and neatness with which the work is performed in the various departments in the office.

The extent of the Money Order business may be gathered from the following statement :

|                                                                      |    |
|----------------------------------------------------------------------|----|
| Canadian money orders issued during month ended 30th Sept., 1862...  | 31 |
| “ “ “ “ 31st Oct., “ ...                                             | 47 |
| Canadian money orders paid during month ended 30th Sept., 1862....   | 44 |
| “ “ “ “ 31st Oct., “ ....                                            | 83 |
| Sterling money orders issued during month ended 30th Sept., 1862.... | 45 |
| “ “ “ “ 31st Oct., “ ....                                            | 57 |
| Sterling money orders paid during month ended 30th Sept., 1862.....  | 11 |
| “ “ “ “ 31st Oct., “ .....                                           | 13 |

The English mail matter for and from the London office is included in the Hamilton mails.

The number of forward registered letters passing through the London office is about 1,900 a month, and the number of those received for city delivery is equal to 1,500 a month.

The Postmaster states that the amount which he receives as commission on postage accounts, kept for the convenience of merchants and others, is about \$160 per annum.

The wickets are kept open for the delivery of letters and papers during office hours, except on the arrival of English mails, when they are closed for a short time in order to expedite the distribution of that portion of those mails which are for city delivery.

The accompanying statement, marked D, shews the receipts and disbursements of the London office, for the year ended the 30th September, 1862.

In the number composing the staff no alteration has been made since February, 1859. See Return marked E.

A careful and rigid inspection was made of the extent of work performed in the London office, and of the assignment of duty to each clerk, with a view to ascertain whether, by a re-distribution of labor amongst the persons engaged in the office, there might not be a reduction made in the number employed.

The Postmaster takes an active part in the management of the office, assists in opening mails, and in attending to the Money Order business, together with such other duties as belong to his office. The Assistant Postmaster is busily employed, and performs such duties as, in our opinion, fairly fall within the range of an Assistant Postmaster's or chief clerk's work. Each clerk, during the more busy hours of the day, is fully engaged. We entered upon this section of the examination with a desire to promote greater economy in the working of the office, if it were possible to do so, and, at the same time, preserve efficiency and despatch

proportionate to the extent and importance of the duties to be performed. Our observations have convinced us, and we express the opinion with confidence, that there is not employed, in this office, one more than is really needed.

It is due to the Postmaster at London, and to the other employes connected with the office, to state, that during the course of the examination, a pleasing readiness to supply the information sought for was manifested, and further, that the statements made in evidence, being fully tested, were found to be, with one or two unimportant exceptions, quite correct.

We have the honor to be, sir,

Your most obedient servants,

(Signed,)

MATTHEW SWEETNAM.

JOS. D. CLEMENT.

## EVIDENCE.

*Lawrence Lawless*, said:—I am Postmaster at London, to which position I was appointed on the 6th July, 1852. I have been connected with Post Office duty since 1834. My salary is \$1,840 per annum. I attend at the office from 9 A.M. until 7 P.M., except between 2 and 4 P.M., when I am absent at dinner. My duties as Postmaster are to superintend the work performed in the office, attend to official correspondence, keep the cash, and to sign monthly sheets, returns, &c., issued from the office. I also aid in opening mails, and in the Money Order business. The staff of the office, at this date, consists of:—

L. Lawless, Postmaster.

R. J. C. Dawson, Assistant Postmaster.

Joseph Gordon, 3rd class clerk,

F. French, “ “

J. D. Sharman, “ “

Thomas Collisson, 4th “

James Carry, “ “

H. Dalton, “ “

John Nicholls, letter carrier,

Henry Miller, porter.

There are no temporary employes in the office. (Here follows a description of the duties assigned to each clerk, &c.)

The messenger resides in the basement of the Post Office building; his residence, fuel and light are supplied by the Department, free of charge. He attends to the Post Office Inspector's apartments, as well as to the Post Office; he is included in the Post Office Inspector's pay list, and receives a salary of \$240 a year.

The Assistant Postmaster, clerks, letter carrier, and the porter, are all punctual in their attendance at the office, and they all, without an exception, work faithfully, and to my entire satisfaction; they work together very harmoniously. The work is, I believe, equally distributed. I make it a rule to assign such duties to clerks as they are best suited for, and with this view change their labors from time to time, that each may be acquainted with the general work of the office. The accounts for boxes and drawers are issued once a year, and as payment is received therefor, it is entered in a book provided for the purpose; from this book a statement is compiled once a quarter, and transmitted to the Department.

The boxes are rented for \$1.50, and the drawers for \$3.00 a-year. I find considerable difficulty in collecting box-rents.

The box or drop letters are carefully counted as they are prepared for distribution, and charged against the office from day to day—that is, those which are paid in money and the unpaid; the postage collected on these letters is accounted for to the Department monthly. The postage chargeable against the office on Canadian newspapers is computed at the commencement of each quarter: a small slip, shewing the amount to be collected from each party, is made out, and as the parties pay, the sums thus obtained are entered

in a book; the Return, which is sent to the Department quarterly, is made up from the statement shewing the actual number of newspapers received, and I account for these papers at the half cent or commuted rate. The papers are nearly all delivered at the commuted rate; very few pay at the rate of one cent for a single copy. On registered letters, posted at this office, two cent postage stamps are put, which prevents the necessity for keeping a special account for the registration fees received on provincial letters. Stationery I obtain from Messrs. Reid at very reasonable prices.

I will provide you with samples of the several articles of stationery in use in the office. The fuel for the Post Office building is procured partly by the Inspector and by myself: the Inspector purchases the coal, and I get the wood. This plan of purchasing the fuel commenced about the time we took possession of our new Post Office, because the coal was chiefly required for the Inspector's apartments, and has since continued. Wood costs about \$2.50 per cord, and coal from \$7.00 to \$7.55 per ton. Wood is used in the furnace, and by the porter in the basement.

The porter does not cut wood. Gas is supplied at the current rate, \$3 per M. feet. I do not think that there is any waste of gas. There is a well on the premises; there are no Water Works from which to obtain a supply of water.

The arrangements and fittings in the office are convenient and satisfactory. The office can be worked with the staff now in it, but the work could not be accomplished with one clerk less. The clerks and Assistant Postmaster are fully occupied, and are engaged in the office from nine to ten hours during each day.

*Richard J. C. Dawson* said:—I am Assistant Postmaster, and was appointed to this position on the 1st April, 1860. I was appointed a clerk in the office in July, 1852.

My present salary is \$1,000 a-year. My hours are from 5.30 A. M. to 6 P. M. For meals I am allowed three and a-half hours. I oversee the receipt and despatch of mails; open all mails received during night and morning, and some of those which come in during the day. I also open the mails which arrive in the evening. I assist in the delivery and mailing office when there is any need for my doing so. I check the letter bills received, post-mark them, and mark on each bill the hour when received. I attend to the principal part of the money order business, and do several other minor duties. The correspondence and the cash is attended to by the Postmaster. I also make out the weekly statement for transmission to the Money Order office, and the monthly account current. The monthly sheets are all made up by Mr. Gordon; this occupies him about one-half of each day. The box rents as collected, are entered, by the wicket clerks, in a book kept for that purpose. The rents are accounted for, to the department, quarterly. Drawer rents, as well as box rents, are accounted for to the department. The box or drop letters are counted each day as they are received, and entered in a book. Buffalo is the only U. S. office with which London exchanges mails. Newspapers, Pamphlets and Circulars, received from Buffalo, are carefully counted and charged against the office at the time of opening the mails. I take, once a quarter, a statement of the Canadian newspapers received for delivery at London, and we account for them to the department at the commuted rate. I believe that this method answers the intended purpose very well, and that the revenue is fully collected and correctly accounted for to the department. I do not think that any improvement in the arrangement of the office can be made. All in the office are fully employed; their hours of attendance average nine or ten hours a day. There is a good feeling existing among the clerks, and everything goes on very satisfactorily. In the mailing department there are barely enough clerks to do the work, and a less number could not do it. In the delivery office there is not sufficient help to get through the work expeditiously enough to give satisfaction to the public.

To satisfy the expectations of the public another clerk is needed in the delivery.

We have sixty-three corresponding offices, to some of which we send two, and to others three mails a day.

*Joseph Gordon* said:—I am a clerk of the 3rd class, and was appointed on the 1st November, 1854. Between the years 1847 and 1852, I served as a clerk in the London office, under Mr. Goodhue, the former Postmaster. My salary is \$800 a year. My hours are from 7 A. M. to 7 P. M., with an intermission of two hours for dinner. My duties are to take the letter bills received, and make up the monthly sheets. This occupies me during the forenoon. In the afternoon I am employed in the Delivery. I attend the

wickets during the time the clerks are at dinner—one goes at a time—and I sort letters and papers for city distribution. On Mondays and Tuesdays I leave at 5 P.M. The railway mail clerks' letter bills are acknowledged by Mr. Sharman. Buffalo is the only United States office with which we correspond, and I acknowledge the Buffalo letter bills. Our English letters and papers are sent forward on Hamilton. The monthly sheets are usually transmitted by the 10th of the succeeding month. I think that the clerks in the office are fully employed. They have as much as they can attend to. I am of opinion that the work is fairly distributed amongst the clerks. The morning, and about 1 P.M., are the busiest portions of the day in the delivery department.

*Fleming French* said:—I am a clerk of the 3rd class, and my salary is \$600 a year. I was appointed in March, 1858. My hours are from 5.30 A.M. to 8 P.M. I am allowed five hours for meals. I am principal mail despatch clerk. I sort letters, call off mails, and help to make them up. The clerks are very punctual in their attendance. In the mailing department, every person is fully occupied, and one could not be spared for other duty. The clerks work together very smoothly, and willingly assist each other, and perform the work allotted to them. The work is fairly divided amongst the clerks in the office. The Assistant Postmaster comes at 5.30 A.M. and is very attentive to his duties. He opens the greater part of the mails received.

I have no fault to find with my position or treatment in the office. The office arrangements—the fittings in the sorting room—are very convenient.

*J. D. Sharman* said:—I am a clerk of the 3rd class, and my salary is \$600 a year. I was appointed in April, 1860. My hours of attendance are from 5.30 A.M. to 8 P.M., and sometimes later. I am allowed four and a half hours for meals. (Here follows a description of his employment). The work is fairly distributed in the mailing department, and the clerks are fully employed. An excellent feeling exists amongst the members of the staff, and the work is carefully performed. The Assistant Postmaster attends at 5.30 A.M.; opens all the mails received for London, and gives assistance in making up mails when necessary; he attends to his duties very closely. His work in the Postmaster's room, in which the Money Order business is transacted, I do not know much about.

There are two clerks in the delivery office. I was in the delivery office for two years. I do not think that two clerks in that department are sufficient to distribute letters and papers, and attend to the wickets in such a manner as to give satisfaction to the public. I do not think that a clerk could be spared from the back office to assist in the delivery.

*Thomas Collisson* said:—I am a clerk of the 4th class, and was appointed in January, 1861. My salary is \$500 a year. My hours are from 5.30 A.M. to 8 P.M. I am allowed for meals four and a-half hours. I am a mail despatch clerk. I stamp letters, sort papers, make up letter parcels, and assist to put mails into their respective bags. Since the arrival of the troops in this city, the work in the office is much increased. The Assistant Postmaster attends at 5.30 A.M., and opens all mails for London; he sometimes assists in the sorting and making up of mails, and he sometimes assists in the delivery office.

*James Carry* said:—I am a clerk of the 4th class, and my salary is \$500 per annum. I entered the office in August, 1861. My hours are from 6.15 A.M. to 7 P.M. I have an allowance of two hours for meals. I am senior delivery clerk. I distribute letters and papers addressed to London. I attend to the box wickets, and the registered letter wicket also. I am assisted in the front office by Mr. Dalton, who attends to the "general delivery" wicket. There are four wickets kept open during the day: one for general delivery, two for box delivery, and one for registered letters. The wickets are not closed during office hours, except when English mails are being distributed. Postage accounts are kept with merchants and others. I think that the keeping of these accounts is a benefit to the clerks in the delivery, inasmuch as it expedites the delivery of mails. Some postage stamps are sold at the wickets; they are principally, however, obtained from stationers authorized to sell them. A commission of 5 per cent. is allowed these parties on the stamps they purchase. Whilst Mr. Dalton and myself are at dinner, Mr. Gordon assists in the delivery, and his services are required during the afternoon. The money orders are paid and issued in the Postmaster's room, which is separate from the delivery, and is entered from the public lobby. I keep the accounts with the letter carrier. I prepare the book in which the postage accounts are kept. There is not help enough in the

delivery office; two clerks cannot perform the work to the satisfaction of the public, and I do not think that a clerk could be spared from the mailing department to aid in the delivery. The bills for box and drawer rent are rendered once a year, and the rents are collected from time to time. There is a book kept in which are entered the rents as received. There is no book in use in which are entered the names of Canadian newspapers and the subscribers thereto. There is a book in which an entry is made of the amount, received from each person for postage on newspapers, at the commuted rate.

A statement is made up of the number of the several papers received for delivery at London, and from this the return for transmission is made up. Nearly all the Canadian papers are paid for at the commuted rate. An account of U. S. newspapers, &c, not charged in the letter bills, is taken at the time of opening the mails which contain them, and the number is brought to account, by the Assistant Postmaster, each day. The postage on box or drop letters, paid in money and unpaid, is taken by me before these letters are sorted for delivery. There is a book in which these letters are entered from day to day.

The clerks work together with great harmony, and I do not think that an unkind feeling is entertained by any member of the staff towards another member. On Tuesday and Friday I leave the office at 5 P.M.

*Henry Dalton* said:—I am a clerk of the 4th class. I was appointed on the 8th March, 1862, and I receive a salary of \$500 per annum. My hours are from 7 A.M. to 7 P.M. I am allowed two hours for dinner. I attend to the "general delivery" wicket, and assist to sort letters and papers for London delivery. I open mail bags received in the afternoon. There are four wickets kept open; these wickets, except on the arrival of English mails, are kept open all day. The four wickets are attended by Mr. Carry and myself. I go to dinner at 1 P.M. and return at 3 P.M., at which hour Mr. Carry leaves for dinner and returns at 5 P.M.

Whilst Mr. Carry and myself are at dinner Mr. Gordon assists in the delivery office. There are 780 boxes and 80 drawers in the delivery, of which about 390 boxes and 30 drawers are rented. There are about 100 accounts kept with merchants and others, for postage. The arrangements in the general delivery are good, and afford every facility for the prompt performance of the work to be done in that department of the office.

There are not many postage stamps sold at the wicket; they are principally disposed of at the stores of Messrs. Henderson, Gillean, Henry, Taylor, and the Messrs. Reid.

(A.)

## RETURN of all persons employed in the London Post Office, Nov. 25th, 1862.

| Name.                | Rank.            | Present salary.     | Date of appointment. | Hours at which employed. | Duties.                     |
|----------------------|------------------|---------------------|----------------------|--------------------------|-----------------------------|
| L. Lawless.....      | Postmaster....   | \$ cts.<br>1,840 00 | July 6, 1852...      | A.M. P.M.<br>9 to 7      | General Superintendent, &c. |
| R. J. C. Dawson..... | Assist. do ..... | 1,000 00            | July 13, 1852...     | 5.30 to 6                | Opening mails, &c.          |
| Joseph Gordon.....   | 3rd class .....  | 800 00              | Nov. 1, 1854...      | 7 to 7                   | Monthly sheets and wicket.  |
| F. French.....       | do .....         | 600 00              | March 29, 1858...    | 5.30 to 8                | Forwarding Clerk.           |
| J. O. Sharman.....   | do .....         | 600 00              | April 1, 1860...     | 5.30 to 8                | Registered do.              |
| Thos. Collisson..... | 4th class .....  | 500 00              | Jan. 1, 1861...      | 5.30 to 8                | Mailing do.                 |
| James Carry.....     | do .....         | 500 00              | Aug. 22, 1861...     | 6.15 to 7                | Window do.                  |
| H. Dalton.....       | do .....         | 500 00              | March 10, 1862...    | 7 to 7                   | do do.                      |
| J. Nicholls.....     | Letter carrier   | †                   | Jan. 21, 1853...     | 8 to 7                   |                             |
| H. Miller.....       | Porter.....      | †                   | Aug. 1, 1862...      | 5 to 10.30               |                             |
|                      |                  | \$6,340 00          |                      |                          |                             |

\* Retains the carrier's fees collected on letters and papers.

† Is on the Post Office Inspector's pay list.

L. LAWLESS,  
Postmaster.

LONDON POST OFFICE,  
25th November, 1862.

(B.)

(Copy.)

MEMORANDUM OF MAILS RECEIVED AT THE LONDON POST OFFICE.

Amherstburg, Sandwich, Windsor, Chatham, Kingston, Montreal, Ottawa, Quebec, Toronto, by G. T. R.—Delivered 8 A.M.

Appiu—Delivered 8 A.M.

St. Mary's, Stratford, Thorndale, by T. & L. R.—Delivered 8 A.M.

Adare, Arva, Birr, Devon, Elymfield, Exeter, Hay, Kippen, Lucan, McGillivray, Rodgerville—Delivered 8 A.M.

Dorchester Station, Woodstock, Paris, Hamilton, Kingston, by G. W. R.—Delivered 8 A.M.

Sarnia—Delivered 8 A.M.

Port Stanley, St. Thomas, Union (tri-weekly)—Delivered 8 A.M.

Port Stanley, St. Thomas, Glanworth—Delivered 11.15 A.M.

Sarnia, by Sarnia Branch.—Delivered 11.45 A.M.

Komoka, Newberry, by G. W. R. (East.)—Delivered 12.30 P.M.

Ingersoll, Toronto, Hamilton, by G. W. R.—Delivered 1.45 P.M.

Stratford, by G. T. R., (Sarnia Branch)—Delivered 5.30 P.M.

Bayfield, Brucefield, Clinton, Goderich, B. & L. H. R. (East); B. & L. H. R. (West), Brantford, Buffalo, do., Paris, Hamilton, H. & T. R., Toronto—Delivered 5 P.M.

*Tri-Weekly.*

Belmont, Nilestown—Delivered Tuesday, Thursday and Saturday, at 11.30 P.M.

Lobo, Nairn, Williams, Hyde Park Corner.

Bowood—Delivered Monday, Wednesday and Friday, at 8 A.M.

*Semi-Weekly.*

Amiens—Delivered Monday and Wednesday, at 8 A.M.

Byron—Delivered Wednesday and Saturday, at 5.30 A. M.

*Weekly.*

St. Ives—Delivered Friday, at 11.30 A.M.

Ballymote—Delivered Friday, at 3.30 P.M.

Telfer—Delivered Saturday, at 11.30 A.M.

POST OFFICE, LONDON,

27th November, 1862.

(C.)

(Copy.)

MEMORANDUM shewing the manner in which the Mails are despatched from the London Post Office.

| OFFICES.                                                                         | Hours of Closing. | How Labelled.                |
|----------------------------------------------------------------------------------|-------------------|------------------------------|
| Adare .....                                                                      | } 6 a.m. ....     |                              |
| Arva .....                                                                       |                   |                              |
| Birr .....                                                                       |                   |                              |
| Devon .....                                                                      |                   |                              |
| Elymfield .....                                                                  |                   |                              |
| Exeter .....                                                                     |                   |                              |
| Hay .....                                                                        |                   |                              |
| Kippen .....                                                                     |                   |                              |
| Lucan .....                                                                      |                   |                              |
| McGillivray .....                                                                |                   |                              |
| Rodgerville .....                                                                |                   |                              |
| G. W. R. East, including matter for all offices on the line of the G. Western... | 6.30 a.m. ....    | Great Western Railway, East. |
| Sarnia .....                                                                     | 6.30 a.m. ....    | Sarnia.                      |
| Port Stanley .....                                                               | 7 a.m. ....       | Port Stanley.                |

## MEMORANDUM shewing the manner in which the mails are despatched from the London Post Office.—(Continued.)

| OFFICES.                                                   | Hours of Closing. | How Labelled.                                                                                  |                                     |
|------------------------------------------------------------|-------------------|------------------------------------------------------------------------------------------------|-------------------------------------|
| St. Thomas.....                                            | 7 a.m.....        | } St. Thomas.<br>Appin.<br>Newberry.                                                           |                                     |
| Union.....                                                 | 7 a.m.....        |                                                                                                |                                     |
| Appin.....                                                 | 7 a.m.....        |                                                                                                |                                     |
| Newberry.....                                              | 7 a.m.....        |                                                                                                |                                     |
| Bayfield.....                                              | } .....           | Buffalo & Lake Huron Railway, West.                                                            |                                     |
| Brucefield.....                                            |                   |                                                                                                |                                     |
| Clinton.....                                               |                   |                                                                                                |                                     |
| Goderich.....                                              |                   |                                                                                                |                                     |
| G. T. R., S. B.....                                        |                   | 10.15 a.m.....                                                                                 | Grand Trunk Railway, Sarnia branch. |
| St. Mary's.....                                            |                   | .....                                                                                          | St. Mary's.                         |
| Stratford.....                                             |                   | .....                                                                                          | Stratford.                          |
| Thorndale.....                                             |                   | .....                                                                                          | Thorndale.                          |
| Hamilton.....                                              |                   | 11 a.m.....                                                                                    | Hamilton.                           |
| Toronto.....                                               |                   | 11 a.m.....                                                                                    | Toronto.                            |
| Buffalo.....                                               | 11 a.m.....       | Buffalo.                                                                                       |                                     |
| Port Stanley.....                                          | 2.30 p.m.....     | Port Stanley.                                                                                  |                                     |
| St. Thomas.....                                            | 2.30 p.m.....     | St. Thomas.                                                                                    |                                     |
| Aylmer Route.....                                          | 2.30 p.m.....     | Aylmer Route.                                                                                  |                                     |
| Glanworth.....                                             | 2.30 p.m.....     | Glanworth.                                                                                     |                                     |
| G. W. R. East, for offices East.....                       | 3 p.m.....        | Great Western Railway, East.                                                                   |                                     |
| Hamilton.....                                              | 3 p.m.....        | Hamilton.                                                                                      |                                     |
| Toronto.....                                               | 3 p.m.....        | Toronto.                                                                                       |                                     |
| Sarnia.....                                                | 3.30 p.m.....     | Sarnia.                                                                                        |                                     |
| Sarnia branch.....                                         | 3.30 p.m.....     | Sarnia Branch.                                                                                 |                                     |
| G. W. R. West, for offices West, also U.<br>States do..... | 4 p.m.....        | Great Western Railway, West                                                                    |                                     |
| Komoka.....                                                | 4 p.m.....        | Do do do                                                                                       |                                     |
| G. W. R. East.....                                         | } 7 p.m.....      | Great Western Railway, East.                                                                   |                                     |
| Dorchester Station.....                                    |                   |                                                                                                |                                     |
| Ingersoll.....                                             |                   |                                                                                                |                                     |
| Woodstock.....                                             |                   |                                                                                                |                                     |
| Paris.....                                                 |                   |                                                                                                |                                     |
| Brantford.....                                             |                   |                                                                                                |                                     |
| Hamilton.....                                              |                   |                                                                                                |                                     |
| Toronto.....                                               |                   |                                                                                                |                                     |
| St. Mary's.....                                            |                   |                                                                                                |                                     |
| Stratford.....                                             |                   |                                                                                                |                                     |
| G. T. R., T. & L. R.....                                   | 7 p.m.....        | Grand Trunk Railway.                                                                           |                                     |
| Windsor.....                                               | 7 p.m.....        | Windsor.                                                                                       |                                     |
| Chatham.....                                               | 7 p.m.....        | Chatham.                                                                                       |                                     |
| Kingston.....                                              | } .....           |                                                                                                |                                     |
| Montreal.....                                              |                   |                                                                                                |                                     |
| Ottawa.....                                                |                   |                                                                                                |                                     |
| Quebec.....                                                |                   |                                                                                                |                                     |
| G. T. R. East of Toronto.....                              | 7 p.m.....        | Montreal.<br>Grand Trunk Railway, East of Toronto.                                             |                                     |
| <i>Semi-Weekly, Tri-Weekly and Weekly Mails.</i>           |                   |                                                                                                |                                     |
| Amiens.....                                                | } 7 a.m.....      | Williams—Tuesdays, Thursdays and Saturdays.                                                    |                                     |
| Lobo.....                                                  |                   |                                                                                                |                                     |
| Nairn.....                                                 |                   |                                                                                                |                                     |
| Williams.....                                              |                   |                                                                                                |                                     |
| Hyde Park Corner.....                                      |                   |                                                                                                |                                     |
| Bowood.....                                                |                   |                                                                                                |                                     |
| Belmont.....                                               |                   |                                                                                                |                                     |
| Nilestown.....                                             |                   |                                                                                                |                                     |
| Byron.....                                                 |                   |                                                                                                |                                     |
| St. Ives.....                                              |                   |                                                                                                |                                     |
| Ballymote.....                                             | 1 p.m.....        | Belmont } Wednesday and Tuesday                                                                |                                     |
| Telfer.....                                                | 12, noon.....     | Byron } Thursday and Saturday.<br>St. Ives—Fridays.<br>Ballymote—Fridays.<br>Telfer—Saturdays. |                                     |

D.—STATEMENT of Receipts and Disbursements, from 1st October, 1861, to 30th September, 1862.

RECEIPTS.

| Date.          | Unpaid Received and Paid Sent. | Postage Stamps Sold. | Postage on Papers. | Boxes and Drawers. | Errors in former Accounts. | Registration Fees. | Box Letters.  | Miscellaneous. | Total.          | Remarks.                                                            |
|----------------|--------------------------------|----------------------|--------------------|--------------------|----------------------------|--------------------|---------------|----------------|-----------------|---------------------------------------------------------------------|
| 1861.          |                                |                      |                    |                    |                            |                    |               |                |                 |                                                                     |
| October.....   | \$ cts. 439 42                 | \$ cts. 1042 00      | \$ cts. ....       | \$ cts. ....       | \$ cts. ....               | \$ cts. ....       | \$ cts. 10 22 | \$ cts. ....   | \$ cts. 1491 64 |                                                                     |
| November.....  | 413 77½                        | 767 00               | .....              | .....              | .....                      | .....              | 8 85          | .....          | 1189 62½        |                                                                     |
| December.....  | 418 44½                        | 928 00               | 114 50½            | 343 50             | 4 18                       | .....              | 10 09         | .....          | 1818 72         |                                                                     |
| 1862.          |                                |                      |                    |                    |                            |                    |               |                |                 |                                                                     |
| January.....   | 427 34                         | 951 00               | .....              | .....              | .....                      | .....              | 11 92         | .....          | 1390 26         |                                                                     |
| February.....  | 405 50½                        | 834 50               | .....              | .....              | .....                      | .....              | 29 72         | .....          | 1269 72½        |                                                                     |
| March.....     | 439 16                         | 934 00               | 107 47             | 210 00             | 4 80                       | * 1 58             | 8 46          | .....          | 1705 47         |                                                                     |
| April.....     | 377 14½                        | 1076 50              | .....              | .....              | .....                      | .....              | 6 58          | .....          | 1460 22½        |                                                                     |
| May.....       | 382 42                         | 939 50               | .....              | .....              | .....                      | .....              | 9 02          | .....          | 1330 94         | * All Registered Letters are paid at this Office by Postage Stamps. |
| June.....      | 380 70½                        | 891 50               | 91 20              | 150 00             | 13 28                      | .....              | 5 47          | .....          | 1538 24½        |                                                                     |
| July.....      | 406 12½                        | 1041 00              | .....              | .....              | .....                      | .....              | 4 38          | .....          | 1451 50½        |                                                                     |
| August.....    | 369 47½                        | 866 00               | .....              | .....              | .....                      | .....              | 4 26          | .....          | 1239 73½        |                                                                     |
| September..... | 372 93                         | 973 00               | 83 19              | 139 00             | 31 09                      | .....              | 6 50          | .....          | 1604 71         |                                                                     |
|                | \$ 4838 53½                    | 11244 00             | 396 36½            | 838 50             | 56 35                      | 1 58               | 115 47        | .....          | 17490 80        |                                                                     |

DISBURSEMENTS.

| Date.          | Miscont.      | Dead Letters. | Stationery.  | Printing and Advertising. | Gas.         | Fuel.        | Commission on Postage Stamps. | Miscellaneous. | Salaries.      | Cash Remitted to Department. | Total.          |
|----------------|---------------|---------------|--------------|---------------------------|--------------|--------------|-------------------------------|----------------|----------------|------------------------------|-----------------|
| 1861.          |               |               |              |                           |              |              |                               |                |                |                              |                 |
| October.....   | \$ cts. 11 65 | \$ cts. 21 73 | \$ cts. .... | \$ cts. ....              | \$ cts. .... | \$ cts. .... | \$ cts. ....                  | \$ cts. ....   | \$ cts. 503 34 | \$ cts. 954 92               | \$ cts. 1491 64 |
| November.....  | 8 53½         | 20 03         | .....        | .....                     | .....        | .....        | .....                         | .....          | 503 34         | 657 72                       | 1189 62½        |
| December.....  | 9 04          | 24 78½        | 91 30        | 42 62                     | 53 50        | 150 08       | 110 00                        | 28 35          | 503 34         | 505 704                      | 1818 72         |
| 1862.          |               |               |              |                           |              |              |                               |                |                |                              |                 |
| January.....   | 7 69          | 20 79         | .....        | .....                     | .....        | .....        | .....                         | .....          | 503 30         | 558 484                      | 1390 26         |
| February.....  | 8 27½         | 17 80         | .....        | .....                     | .....        | .....        | .....                         | .....          | 503 36         | 740 20                       | 1269 72½        |
| March.....     | 14 31         | 19 56         | .....        | 39 20                     | 104 30       | 83 93        | 111 50                        | 45 12          | 489 32         | 798 23                       | 1705 47         |
| April.....     | 8 40½         | 18 35½        | .....        | .....                     | .....        | .....        | .....                         | .....          | 503 73½        | 566 73½                      | 1460 22½        |
| May.....       | 13 68         | 21 44½        | .....        | .....                     | .....        | .....        | .....                         | .....          | 525 03         | 754 22½                      | 1330 94         |
| June.....      | 13 68         | 24 50         | 34 90        | 53 82                     | 66 70        | 2 71         | 113 10                        | * 16 61        | 524 97         | 681 10½                      | 1538 24½        |
| July.....      | 11 97½        | 18 42½        | .....        | .....                     | .....        | .....        | .....                         | .....          | 528 36         | 892 74½                      | 1451 50½        |
| August.....    | 11 13         | 18 60         | .....        | .....                     | .....        | .....        | .....                         | .....          | 598 30         | 681 70½                      | 1239 73½        |
| September..... | 10 13         | 15 72         | 11 55        | 58 76                     | 31 90        | 2 53         | 115 35                        | 38 62          | 558 30         | 791 85                       | 1604 71         |
|                | \$ 128 42     | 241 72        | 137 75       | 194 40                    | 256 40       | 239 25       | 449 95                        | 151 43         | 6217 71        | 9473 77                      | 17490 80        |

\* Difference in amended Pay List.



## TORONTO.

TORONTO, December 1, 1862.

SIR,—In obedience to your instructions of the 15th ult, we have the honor to state that we have instituted an enquiry into the management and working of the Toronto Post Office, the results of which are reported herewith.

That the investigation might be as thorough as possible, we considered it desirable to adopt the two-fold course of, in the first place, calling before us and examining separately each member of the staff, and then of exercising a personal supervision over them whilst on duty, that we might thus be able to judge with greater correctness of their several capabilities, and, at the same time, acquire a practical knowledge of the daily routine of the office.

For the sake of convenience we have classified, under different headings, the main features embraced in the information elicited, and such suggestions and recommendations as, on a review of the labors now completed, we have thought proper respectfully to submit for your consideration. First, with regard to—

## THE STAFF.

The following statement shows the total number of employés on the 30th June, 1857, and the changes which have taken place between that date and 1st December, 1862.

|                                                                  |                                                    |    |
|------------------------------------------------------------------|----------------------------------------------------|----|
| 1857.                                                            |                                                    |    |
| June 30.—The staff as per pay-list consisted of, including Post- | master, Assistant Postmaster, Messenger and Stoker | 20 |
| July 1.—Deduct M. Sweetnam, promoted                             | - - - - -                                          | 1  |
| “ “ “ Falkner, removed                                           | - - - - -                                          | 1  |
| “ “ “ Giugras, “                                                 | - - - - -                                          | 1  |
|                                                                  |                                                    | 3  |
|                                                                  |                                                    | 17 |
| Sept. 7.—Add Dunlevie, appointed                                 | - - - - -                                          | 1  |
|                                                                  |                                                    | 18 |
| Oct'r. 1.—Deduct B. King, transferred                            | - - - - -                                          | 1  |
|                                                                  |                                                    | 17 |
| Nov. 2.—Add Hope and Barker, appointed                           | - - - - -                                          | 2  |
|                                                                  |                                                    | —  |
| 1858.                                                            |                                                    |    |
| Jan'y. 1.—Staff per pay-list, 1858                               | - - - - -                                          | 19 |
| Feb'y. 1.—Add McLachlin, appointed                               | - - - - -                                          | 1  |
| Mar. 25.—“ Forsyth, “                                            | - - - - -                                          | 1  |
|                                                                  |                                                    | 2  |
|                                                                  |                                                    | 21 |
| April 1.—Deduct Barker, transferred                              | - - - - -                                          | 1  |
|                                                                  |                                                    | 20 |
| May 24.—Add Hopkins, appointed                                   | - - - - -                                          | 1  |
|                                                                  |                                                    | 21 |
| Dec. 1.—Deduct Hopkins, removed to Kingston                      | - - - - -                                          | 1  |
|                                                                  |                                                    | 20 |
| 1858.                                                            |                                                    |    |
| Dec. 8.—Add Maher, appointed                                     | - - - - -                                          | 1  |
|                                                                  |                                                    | —  |
|                                                                  | Staff per pay-list, January 1st, 1859              | 21 |

1859.  
April 1.—Add two Letter Carriers transferred to staff, and three appointed - - - - - 5

|            |                                                |   |   |   |   |           |
|------------|------------------------------------------------|---|---|---|---|-----------|
|            | Brought over                                   | - | - | - | 5 | 21        |
|            | Add two Box Collectors appointed               | - | - | - | 2 |           |
|            |                                                |   |   |   |   | <u>7</u>  |
| 1859       |                                                |   |   |   |   | 28        |
| April 6.   | —Deduct Byrne and Maher, absconded             | - | - | - | 2 |           |
|            |                                                |   |   |   |   | <u>26</u> |
| "          | 11.—Add Douglas and Sinclair, appointed        | - | - | - | 2 |           |
|            |                                                |   |   |   |   | <u>28</u> |
| June 9.    | —Deduct Sinclair, transferred                  | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>27</u> |
| Aug. 15.   | —Deduct Dunlevic, transferred                  | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>26</u> |
|            | Staff per pay-list, January 1, 1860            | - | - | - |   | 26        |
| 1860.      |                                                |   |   |   |   |           |
| March 6.   | —Deduct Bowes, appointed to Ocean Mail Service | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>25</u> |
| "          | 22.—Add Beatty, appointed                      | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>26</u> |
|            | Staff per pay-list, January 1, 1861            | - | - | - |   | 26        |
| 1861.      |                                                |   |   |   |   |           |
| Jan. 1.    | —Deduct McLachlin, transferred                 | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>25</u> |
| "          | 21.—Add Bernard, appointed                     | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>26</u> |
| Feb. 24.   | —Deduct McAlpine, deceased                     | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>25</u> |
| August 24. | —Add F. P. Johnson, appointed                  | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>26</u> |
|            | Staff per pay-list, January 1, 1862            | - | - | - |   | 26        |
| 1862.      |                                                |   |   |   |   |           |
| June 2.    | —Add W. E. Griffith, appointed                 | - | - | - | 1 |           |
|            |                                                |   |   |   |   | <u>27</u> |
| Dec. 1.    | —Staff per pay-list at date                    | - | - | - |   | 27        |

A tabular statement is appended (marked A), giving the names, rank, dates of appointment, salaries at time of appointment, present salaries, hours of attendance, hours of duty and nature of duties of the entire staff of the office on 1st December, 1862.

In the Toronto office, as in other city offices, the sub-division of clerks is into two classes: those for delivery office, and those for the mailing department. The force of the former number seven: two to the general or alphabetical delivery; two to each of the two box wickets, and one to the registered letter delivery wicket.

Nine are employed in the mailing department. The nature of their work does not admit of the same distinct and separate classification that prevails in the delivery office. Their duties will be found described in their personal statements appended to this report. There is in addition a clerk for the preparation of the monthly sheets, whose special duties we have arranged for reducing, in order to render him the more available for assisting elsewhere. The letter carriers are five in number. There are also two pillar letter box collectors, and a messenger. The employes here enumerated with the Postmaster and the Assistant Postmaster, comprise the entire staff of the office, 27 in number being its exact strength on June 30th, 1857, leaving out of account the two box collectors appointed April 1, 1859; on the establishment of the pillar letter boxes; and the five letter-carriers

who had hitherto been paid by fees, but who were at the same date attached to the staff.

In the course of the investigation it has been elicited that in August last, an additional letter carrier (F. P. Johnson) was appointed, for whom the Postmaster was unable to find employment in that branch of the service. Such being the case, he transferred one of the other letter carriers (James McCloskey) to the office where he continues to act as clerk. There was not at the time, Mr. Lesslie informed us, nor as we have satisfied ourselves is there at present, any requirement for this additional clerical aid; and it is therefore recommended that Mr. McCloskey be restored to his former duty as letter carrier, and that the services of Mr. F. P. Johnson be dispensed with. It is only due to Mr. Johnson to state that the short time he has been in the service, he appears to have discharged his duties faithfully and creditably.

With the above exception it does not seem to us that the staff of the office is susceptible of any reduction without impairing its efficiency and curtailing the accommodation now afforded to the public. The requirements of a Post Office should be estimated, not by its periods of comparative leisure, but by those in which it has to sustain the greatest degree of pressure. In the Toronto, as in other offices, there will be seasons when the labor is light, but there are others when the entire available strength is barely sufficient to meet the demand. This is the case with regard to Toronto on Tuesdays, and even more so on Thursdays, on account of the large influx of newspapers on those days, both semi-weekly and weekly. On Thursday too, considerable additional labour devolves on the office by the English mail being on that day closed for the Canadian steamer. The newspaper duties performed in the Toronto Post Office, appears to be greater than those pertaining to the same description of service in any of the other City Post Offices, and in any comparison instituted between the relative staff and revenue of such offices, this feature should not be overlooked, inasmuch as no income is received by the despatching office on the local newspapers it forwards.

#### LETTER-CARRIERS' FEES.

The delivery of letters by carriers is a self-sustaining service; the penny rate collected during the Post Office year ended September, 1862, being \$1858.01, and the salaries paid during the same period \$1740.12, giving a surplus to the benefit of revenue of \$117.89. Two of the older carriers speak of their stipends as being too small.

#### QUALIFICATIONS OF THE STAFF.

Few exceptions can be taken to the adaptability of the staff for the several duties they have to discharge. They have for the most part been long in the service, and are therefore thoroughly acquainted with Post Office employment in all its details. Added to their experience the clerks generally are men of intelligence and education, of good address, ready, quick and obliging. The letter carriers, box collectors and messengers are steady, honest and deserving. Complaint against any of the employes, either on the part of the public or of the Postmaster are of rare occurrence. It should be further remarked, that an excellent feeling exists between individual members of the staff, and between them, the Postmaster, and the Assistant Postmaster; under the direction of the two latter, the business is conducted without any clashing of interests and with good order and regularity.

Mr. Lesslie himself possesses the requisite qualification desirable in a Postmaster of so important a city as Toronto.

#### INTRODUCTION OF NIGHT SERVICE.

With a view to facilitate the despatch of forward mail matter, as well as to relieve the early morning clerks of a portion of the severe labour hitherto devolving upon them, the Postmaster has recently detailed two of the staff for the discharge of the night service. The arrangement thus far has been found to work well. The night clerks are Andrew Fenwick and William Beatty, to whom are assigned the duties of collection from the receivers, and stamping, rating and making up all matter mailed in the city, after the ordinary working hours of the day, up to midnight, and of opening and preparing for despatch the heavy mails brought by the late trains.

The risk previously incurred of mails being missed by reason of the morning clerks finding themselves unable to deal with the large amount of matter accumulated from various sources during the night is thus avoided; and the clerks no longer find excuse for the commission of error, in the short time allotted them for the discharge of duties in themselves onerous and demanding the exercise of unremitting care and close attention. Connected with this change of service, and in order to secure strict punctuality and regularity of attendance, Mr. Lesslie at the same time provided for the mailing office a time book in which a register is kept of the hours of each clerk when actually on duty.

## REGISTRATION DUTY.

|                                                                                         |        |
|-----------------------------------------------------------------------------------------|--------|
| No. of Registered Letters in 1861 for city delivery, was.....                           | 66920  |
| “ Forward Registered Letters from and for other offices (not for Toronto delivery)..... | 59475  |
| Total.....                                                                              | 126395 |

Registered Letters at the Toronto Post Office may be thus classified :

Registered Letters for city delivery.

“ posted at Toronto for despatch.

“ received from other offices to be forwarded.

For registered letters for city delivery, there is a special wicket served by J. Forsyth (when absent at meals, this duty is attended to by any of the clerks at the time in the delivery office). Daily average of registered letters delivered is about 220. The time of this clerk does not appear to be fully occupied in the delivery of these letters, and were the space accommodation of the Registry Office more ample than it is, it might be practicable for him to assist in the receipt, as well as in the delivery, of registered letters. With enlarged accommodation, the further arrangement would also then be practicable of bringing into the registry office the clerk (Cooper) who now sits in the back (mailing) office, and has there charge of the “forward registry books.” These two clerks could, together, we believe, attend to the receipt and delivery of registered letters and to the keeping of the “forward register,” thus entirely relieving the window clerks from the obligation of receiving registered letters from the public, as is now the case. A book now kept by the window clerks for the entry of received registered letters would also be dispensed with, for they could at once be entered into the “forward registered letter book.” It might also be made the duty of the forward registered letter clerk to enter the registered letters on the letter bills, and thus the receipt, entry in forward book, and register on letter bill would be performed at the same desk and by the same hand.

Registered letters posted at Toronto are received by any of the window clerks who may be on duty, entered in a book by the receiving clerk, slipped into a box (not hitherto kept under lock and key, but it will be so in future), whence they are taken out by the forward registered letter clerk, entered in his forward register, transferred again to the clerk in charge of the general mail sent book who therein records their “No.” and enters their address on the proper bill.

Forward Registered Letters from other offices. On the arrival of a mail the clerk who opens it sees that the number of the registered letters entered on the bill corresponds with the number received. The registered letters and bill are then transferred to the forward registered letter clerk, who checks the addresses, and then gives the same treatment as in the case of the registered letters posted in Toronto.

We think that the registration duties should be more concentrated than they now are, but the insufficiency of accommodation and the inconvenient plan of the office interpose as difficulties towards the accomplishment of this end.

In this connexion we beg to state that the portion of the front office, where the delivery of registered letters is made, is so situated as to be found very cold in winter. The present registry clerk says that his health has suffered in consequence, and the illness of his predecessor, now dead, is believed to have been aggravated from the same cause. We have ascertained that a hot-air pipe can be introduced into this section of the office from the furnace in the basement, by which the evil complained of can be remedied. Messrs. Ritchy & Harris have offered to introduce this pipe and execute the attendant mason

work for \$21.00. The price being reasonable, and the improvement very desirable, we have ventured to authorize that the work be at once proceeded with.

#### FORWARD DUTY.

List of Canadian, American and British Post-Offices, and of railway mail clerks with which Toronto corresponds is herewith: marked (B).

Number of Canadian corresponding post-offices, 122.

|                                                        |         |
|--------------------------------------------------------|---------|
| " served once a day, .....                             | 81 = 81 |
| " " twice " .....                                      | 39 = 78 |
| " " thrice " .....                                     | 2 = 6   |
| " of railway clerks, corresponded with once a day..... | 6 = 6   |
| " " " twice " .....                                    | 2 = 4   |
| " " " thrice " .....                                   | 3 = 9   |

—  
184

#### AMERICAN MAILS.

Albany, 1 a-day; Boston, 1 do.; Buffalo, 2 do.; New York 2 do.—6 mails.

#### BRITISH MAILS.

London, Liverpool, Glasgow, Londonderry, and Dublin.

We have examined into the forward duty devolving on the Toronto Post Office, and find that the arrangements made by the Inspector, for the exchange of mails direct between connecting lines of railway, are such that the greater portion of matter passing between places east and west of Toronto is forwarded without requiring to be handled in this office. The tendency of the arrangements made by the Inspector within late years appears to have been to transfer to the Railway Mail Clerks matter that had previously devolved on the Toronto Post Office to deal with. A considerable amount of forward duty, however, still remains to be performed by this office, and as will be seen its list of corresponding towns is large.

Mail arrangements between connecting railways will be found detailed in Mr. Jolley's statement.

Statement of hours for closing various mails, indicating routes, &c., is subjoined, marked (C).

#### MINOR ITEMS OF POSTAGE.

We have satisfied ourselves by enquiry and personal examination, that proper means are taken for establishing against the Postmaster his responsibility for the following minor items of postage, &c., and that he duly accounts for the same.

Fees on letters delivered by carriers, commuted postage on newspapers, prepaid postage on newspapers for the United States, Great Britain, &c., and box rents, drop letters, letters paid at Toronto in money for English mails, do. unpaid at Toronto and received by English mails.

#### INCIDENTAL ACCOUNTS.

The contingent expenses of the office for the past year have been examined. They are reasonable in amounts, and apparently include no items that are not legitimate in their nature. There are certain items of stationery, such as wax, wrapping paper, &c., the consumption of which, in large quantities, is common to all city offices.

It has seemed to us that an economy could be effected were these articles obtained at wholesale prices, direct from the manufacturer, instead of paying retail prices, as at present.

#### MAILS SENT BOOK.

This important book we conceive to be at present kept on an inconvenient principle. The entries of each mail, as despatched, are made consecutively on the same page, and before

therefore, these entries can be transferred into the Monthly Sheets, they have to be classified through the intervention of a second book kept for the purpose. We recommend that the entries of "mails sent" be made according to the principle of the book in use in the Montreal Office (a sheet form which is herewith marked D). In this manner, the mails for each office will be entered day by day under the general head of that office, and the preparation of the monthly sheets can then be made a simple matter of transcript from the mail book. It is apparent that this change will simplify and diminish the duties of the monthly sheet clerk (Mr. Corke), and also dispense with the keeping of a book. As a consequence he would be enabled to undertake the execution of the weekly Money Order lists and of other clerical work now performed by Mr. Backas, the Assistant Postmaster, whose personal attendance in the Mailing Department would thus become more available than it is at present.

#### DRAWER RENTS.

Appended is a statement from Mr. Leslie relative to the drawer rents of his office. It will be seen that for the years 1853-4-5 and 6 these rents amounting altogether to \$669 have been accounted for; but, for reasons which he has set forth in his accompanying explanations, no return of this class of receipts has since been rendered by Mr. Leslie. These drawer rents for the years 1857-58-59-60 and 61 represent a total amount of \$1530.

#### ENTRY IN LETTER BILL OF LETTERS PRE-PAID BY STAMPS.

There appears to be an unnecessary duty now performed at this office, (and equally so at all other city Post Offices), in the entry which is made in every letter bill despatched of the amount of postage pre-paid by stamps on the particular letter which happen to have been mailed at the city Post Offices. As a consequence of this obligation, a distinct classification of these letters is maintained, they require to be specially counted and "called off" on the making up of a mail, involving the further necessity of separate entries in the mail books of both the despatching and receiving offices. These processes consume labor and time. The entry of this item forms no matter of charge against any party, and it is submitted, might, with advantage, be dispensed with, so far as city Post Offices are concerned.

The anomaly presenting itself may be thus illustrated:—A mail package from the Toronto office for the G. T. Railway mail clerk East, may contain say 100 letters prepaid by stamps, 25 of which only have been posted at Toronto, and the remaining 75 received as "forward" from other offices. A special record is made in the Toronto bill and preserved in the Toronto mail books of the 25 posted in the city, but no note is taken of the remaining 75 letters. Again, the conductor, when he re-mails these 100 letters, say on Cobourg, takes no note at all of *any* letters prepaid by stamps. In like manner, it may be remarked, unpaid forward letters contained in a mail do not appear in the letter bill. Thus, it will be seen that the present practice in respect to the class of letters in question can scarcely be regarded as essential to the carrying out of any general principle that the exact contents of the constituent parts of each mail should be ascertained and recorded before despatched.

#### OFFICE ACCOMMODATION.

The organization of the work of a Post Office must in a great degree be dependent on the interior structure of the building itself. It appears to us that in the Toronto Post Office, there is an unfortunate defect in its plan which will always prove an obstacle in the direction of expediting business. This defect is in the wide separation existing between the delivery and mailing offices, which are separated by a hall, leading from the street, forming the entrance to the delivery, mailing, Money Order, and Inspector's offices, and is frequently used as a place of temporary deposits for incoming and out-going mail bags.

The communication between the delivery and mailing offices is effected by crossing the hall and passing through two doors, and thus presents a serious interruption to the constant communication necessary to be maintained between offices so intimately dependent on each other. The removal of this objectionable feature, although very desirable, would even, if practicable, be extremely expensive, and we simply, therefore, note the existence of he defect.

It is further to be observed that the arrangements of the letter boxes in the mailing office is not the most conducive to the saving of time and labor, they being fixtures placed parallel and equal in length to the side of one of the office walls. It would be much more advantageous were these boxes compressed and arranged in the form of a crescent, as is the case in the Montreal Office. Mr. Lesslie will endeavor to adopt the plan suggested.

Considering it desirable to obtain an opinion in regard to the Toronto Office from the mercantile community, we had a personal interview on the subject with the President and the Secretary of the Board of Trade. Both gentlemen expressed themselves perfectly satisfied with its management and with the accommodation afforded to the public, stating they believed that in saying this, they represented the sentiment generally prevailing in the city.

They pointed out, however, the petty annoyance to which those visiting the office were exposed, from the lobby being frequented by persons seeking charity; and learning therefore from Mr. Lesslie that he had already, without much effect, applied to the police in the matter. We brought the subject under the notice of the mayor.

#### PRE-PAYMENT OF "CITY" OR DROP LETTERS.

It is suggested that the present regulation under which the pre-payment of drop letters (i.e. letters for delivery in the town where they are posted) is left optional with the public should be amended by requiring their pre-payment by stamp.

We believe that this amendment would facilitate work at all, but more particularly at city Post Offices; would increase the revenue slightly, and would not be regarded unfavorably by the public.

Appended is a detailed statement of the revenue and expenditure of the Toronto Post Office for the year ended 31st August, 1862, marked E.

#### PILLAR LETTER BOXES.

The experiment on trial in Toronto of distributing, in convenient localities in the city, pillar boxes for the reception of letters and newspapers, gives promise of results indicating a valuable improvement in this respect in our Postal system.

Twelve such boxes are in operation in Toronto (situated in the places indicated on the accompanying plan, marked F). They are emptied thrice each day, shortly before the hours for making up the morning, mid-day and evening mails. H. Falkner and J. Bernard, who are technically known as box collectors, being employed chiefly in this occupation. Thus there are added to the staff of the Toronto office two persons, for the performance of duties of a character unknown to any other city in the Province. The cost in Toronto of this class of service is \$600 per annum, most, if not all of which, falls as an additional charge on the revenue; the public, however, benefiting in a more than corresponding degree by the mailing facilities and conveniences which the establishment of these boxes affords.

The extent to which the advantages thus bestowed by the Department are availed of, may be judged by the fact that during a week, for which a record was kept by Mr. Lesslie, the pillar letter box collections numbered 2,031 letters, and 350 newspapers, bearing postage charges to the amount of \$103.44.

#### POSTAGE STAMP COMMISSIONS.

Postage stamps are sold to as many as 20 vendors in Toronto, in amounts varying from \$1 to \$80, subject to the usual discount of 5 per cent. From the returns for the last year it seems that in the case of Toronto the commission thus allowed amounted in the aggregate to \$1,180, and for the whole Province to \$4,417.

The opinion is respectfully submitted that the commission paid is too high a compensation for the small service which the vendor of these stamps demands, especially if account be also taken of the collateral advantage resulting to those engaged in this branch of business, in the attraction it affords to customers to visit their stores. 2½ per cent. would appear to be a more reasonable rate of remuneration. Should the suggestion here proposed be acted upon, a saving would be effected to the Department in the shape of commissions allowed on the sale of postage stamps in the cities, of about \$2,200 per annum.

## MONEY ORDER AND REGISTERED LETTER RATES.

Though not, perhaps, coming strictly within the scope of an enquiry limited to the operations of the Toronto Post Office, anomalies have presented themselves in the course of the investigation in regard to the rates charged on registered letters and money orders which it might not be proper here to overlook. The effect of charging a low fee for registration, and of exacting a comparatively high commission on Money Orders over \$30 in amount, is to encourage a non-remunerative branch of the service to the detriment of a sister service, which, if placed on a proper business footing, might be made very profitable. Under existing regulations the Department, by charging but two cents for sending money in registered envelopes, and 5 cents for the smallest money order issued, offers special inducements to the public to register instead of to purchase orders. Thus the more onerous and risky service is performed for a mere fraction of the remuneration paid for that which, whilst it is less laborious, is at the same time much safer. To make the distinction still more marked, the commission on money orders over \$30 in amount was, some years ago, increased from one-half to three-quarters per cent; the registration fee, however, being suffered to remain at its former rate of two cents. Inasmuch as bankers' drafts are purchasable at one-quarter per cent., few orders are issued by the money order offices at the enhanced three-quarter per cent. rate. The consequence is, that whilst the number of registered letters has increased rather than diminished, the revenue from the larger class of money orders has undergone a steady and sensible reduction: the accommodation afforded to the public by the money order system being restricted in a corresponding degree. The fees payable on registered letters are very far from adequate to meet the payments made on salaries for the clerical labor bestowed on such letters, to say nothing of the expense and trouble involved in tracing registered letters which occasionally go astray. There would seem to be no good reason why the Post Office should undertake to convey bank notes or other valuables for the public at a serious loss to itself on every letter or package so carried.

Of all other branches of the service, this should be self-sustaining; and to this end it is thought worthy of consideration whether the registration fee might not, with advantage, be increased to five cents, and the commission on money orders reduced to an uniform rate of, say, one-half per cent.

We have the honor to be,

Sir,

Your most obedient servants,

(Signed,)

EDWIN KING,  
WM. BUCKINGHAM.

To the Honorable M. H. Foley,  
Postmaster General,  
&c., &c., &c.,  
Quebec, C. E.

## MEMORANDUM RESPECTING "FORWARD DUTY" OF TORONTO POST OFFICE.

*Mr. Jolley's statement.*

HAMILTON & TORONTO RAILWAY—At Toronto, 6.45 A.M.

Chatham, Windsor, London, ) Brings through bags connecting with Grand Trunk  
Paris and Hamilton through } East. Matter for places east of Toronto would not  
bags for East. } be brought into the city.

HAMILTON & TORONTO RAILWAY—At Toronto\*12.17, noon.

By mail clerk in charge.—Matter brought by this clerk is forwarded direct on Toronto. Does not make up any through bags.

HAMILTON & TORONTO RAILWAY—At Toronto, 5.15 P.M.

Mail clerk—Very little matter brought by this train. Makes up no through bags.

**HAMILTON & TORONTO RAILWAY—At Toronto, 9.25 P.M.**

Mail clerk—Brings only through bags, with matter for Grand Trunk Railway. East in through bags.

**NORTHERN RAILWAY—At Toronto, 10.25 A.M.**

No mail clerk, but through bags for Toronto, from Collingwood, Barrie, &c. Not much matter received by this mail.

**NORTHERN RAILWAY—At Toronto, 9 P.M.**

Mail clerk, who makes up a bag for the Grand Trunk Railway (East), but not for Hamilton and Toronto.

**GRAND TRUNK RAILWAY, WEST, (from London)—At Toronto, 11.45 A.M.**

Mail clerk in charge, making up through bags for Grand Trunk East; thus no matter for places east of Toronto passes through the Toronto Post Office.

**GRAND TRUNK RAILWAY, WEST—At Toronto, 9.20 P.M.**

No mail clerk in charge. Through bags from Guelph, Stratford, Berlin, Waterloo, and London, for mail clerk of Grand Trunk East, are brought by this train.

**GRAND TRUNK RAILWAY, EAST (Mixed)—At Toronto, 6.37 P.M.**

Clerk in charge. Makes up bag for Hamilton and Toronto mail clerk; thus all matter for the Great Western District passes by Toronto.

**GRAND TRUNK RAILWAY, EAST (Express)—At Toronto, 11.27 P.M.**

Two clerks in charge—Making up through bags for Guelph, Stratford, Berlin, Waterloo, Buffalo & Lake Huron West, Chatham, Windsor, London, Paris, Hamilton, Great Western Railway East, G. W. R. West, Hamilton & Toronto Railway, and Northern Railway.

The through bags made up by Toronto for the Grand Trunk Railway West, in the morning, are Weston, Brampton, Georgetown, Guelph,\* Milton, Berlin,\* Hamburg, Shakespeare, Stratford,\* St. Mary's,\* London.\*

The several branch mail routes depending on railway service are arranged, as far as possible, in connection with the Express trains and trains carrying mail clerks.

The railway arrangements are such that the great bulk of the matter exchanged between places East and West of Toronto is not forwarded on Toronto, but is exchanged through the medium of the railway mail clerks.

The tendency of the arrangements made by the Inspector within the last three years, has been to transfer to the railway clerks, work that before devolved on the Toronto Post Office.

*Alfred Cooper*, Forward Registered Letter Clerk, appointed 1st June, 1855. Present salary, \$800. Office hours, 9 A.M. to 2 P.M., 4 P.M. to 7 P.M. On Thursday, 9 to 11 P.M., assisting Mr. Backas in parcelling English mail packages.

The forward letters for mails despatched before 9 A.M. are now entered by the night clerks.

For the interval between 2 and 4, Mr. Carruthers acts for me.

I now check the registered letters with the letter bills from mails received during the day, *i. e.*, I see whether the address on the bill corresponds with that on each letter. I then enter the addresses of forward letters in the Forward Registered Letter Book, having previously separated the "city" from the forward registered letters. I place aside, in a special pigeon-hole, the city registered letters, which are taken away by Mr. Forsyth, the City Register Clerk; between the transfer of these letters from myself to Mr. Forsyth, there is no check.

For the year 1862 the number of forward registered letters passing through my hands will be about 67,000, or an average of about 214 a day. Thus the average of forward registered letters passing through this office and those for city delivery is about the same

Registered letters received at the wicket by any of the clerks on duty at the time, are registered by the Receiving Clerk in a book kept in the front office for the purpose, and are dropped into a box. The Receiving Clerk does not either stamp or rate these letters if paid; he simply writes in pencil "paid." This box is not kept locked. About fifteen minutes previously to the close of each mail I visit this box, take out the letters, compare their addresses with the entries in the book, initial their correctness, and then take them into the back office, where I enter, rate and stamp them.

After I have fully disposed of these forward letters I take them over to Mr. Carruthers, the Mailing Clerk. At the actual moment of this transfer no check is made, but it is a rule twice a day for Mr. Carruthers and myself to compare the entries in our respective books, *i. e.*, the numbers appearing in the mail sent book are compared with the numbers appearing in my Forward Registered Letter Book.

Have no matter of complaint to make, or suggestion to offer. The staff works harmoniously together.

(Signed,)

A. COOPER.

*Wm. Hope*, General Mailing Clerk, appointed 21st November, 1857; present salary \$600. Office hours: 7 to 8., 9½ to 2½., 5 to 7.

Between 7 and 8 am employed in opening American and other mails, in rating and assorting American papers, and generally in any other work that may be required.

Between 9½ and 2½ make up the four outgoing mails for Buffalo, New York, Albany and Boston. These American mails now leave the office about 11 A.M. On the arrival, about 11, of the Northern and the stage mails, I assist in distributing their contents. Soon afterwards the Guelph and Grand Trunk (West) mails arrive, which I open and distribute; about 1 P.M. I close the West mail, I also open and distribute the Grand (West) mail about 1. Between 5 and 7 P.M., engaged in filling in the acknowledgment half of the American letter bills, and in checking the returned halves of the American letter bills, *i. e.*, the acknowledgment of Canadian mails to the States.

On the arrival of the Western mail at 5½ P.M. I assist to rate and distribute its contents, which generally includes a great deal of American matter. I do not think that any clerk could be spared from the mailing office, because were any clerk withdrawn much inconvenience and prejudice to the service would result, in the event of any other clerk being absent from sickness or other cause.

(Signed,)

W. HOPE.

*John Forsyth*,—Registration Clerk, appointed 25th March, 1858; present salary, \$600. Office hours: 7 to 1., 4 to 7.

On arriving at office go to safe and take out registered letters which have been received during previous night—enter them in registered book for city delivery. Bulk of registered letters are received at Post Office at night, *i. e.*, from the Grand Trunk Railway, East, the Great Western, the (2nd) Northern, and the (2nd) Grand Trunk Railway, West. From 7 A.M. to 8½ A.M. I am engaged in entering these letters—not opening registered wicket until all entries are made. About 8½ the public commence to call for their letters; until 1 P.M. I am engaged entirely in the treatment and disposal of registered letters for the city, the registered letters, per three railways, being added to my collection in the interim. Unless a substitute for some other clerk, I do not deliver box letters. I do not receive registered letters. Received registered letters are taken in at the other wickets. *Daily* average delivery of city registered letters is 220. My impression is that it would not be practicable for me to undertake the receipt as well as the delivery of registered letters, for the present accommodation for the registry office is altogether too limited—and besides, the pressure from the public would be too great. I think that I could undertake the delivery of 150 of the boxes in the vicinity of the registered wicket; my time is not now always fully occupied in the delivery of registered letters. The afternoon period of my office attendance (from 4 to 7) is, as compared with the morning, light in the work involved.

In the interval from 1 to 4, whilst I am at meals, my duties are divided between the three other wicket clerks in the office.

(Signed,) J. FORSYTH.

I would particularly recommend that some arrangement be made for the extension of the accommodation of the registry office. In winter this office is at present exposed to constant draughts, compelling me frequently to work with my great coat on. There is no doubt that Mr. McAlpine's death is attributable to a cold he caught at this wicket. I have myself suffered severely from the same cause. The desired alterations could be made at a small expense.

(Signed,) J. F.

G. H. BACKAS, Assistant Postmaster, appointed 7th March, 1854; Assistant Postmaster July 1st, 1857.

Office hours, alternate weeks: 8 to 12, and 2 to 7. 8 to 12, and 2 to 4.30.

The above are the regular hours, but am present at other hours as occasion may require. On Thursday evenings am present till 11 p. m., Thursday evening being "English mail" and weekly newspaper night.

On reaching office I open official correspondence and dispose myself of such of it as may be of a routine nature. I then enter up my "Money Order advices" received by the night mails.

Money Order office is then opened to the public at 9 a.m., during remainder of the day till 4 p. m. Money Order business is attended to by myself and by Mr. Lesslie conjointly. The entries in books being made chiefly by myself.

The English mail duty is attended to chiefly by me, both inwards and outwards. In the despatch of English mails I am generally assisted by Mr. Cooper. There is no regular "circulation list" of the Toronto Post Office kept up.

The books and accounts kept by me may be described as follows:

Register of all orders issued.

" " " paid.

English mail books from England, received.

" " for " despatched.

" " for St. Johns.

" " for Halifax.

It is I who, as a rule, charge the unpaid English postage for Toronto delivery against the Postmaster; but when the mail arrives during my absence from the office, it is Mr. Lesslie himself who establishes this against himself.

Every Wednesday, I make a total from the small subsidiary memorandum books kept for the purpose of the charges against the Postmaster, in the items of

Paid in money drop letters,

Unpaid " "

Paid in money registered fees.

And unpaid postage on American newspapers.

(The charge on commuted newspapers is kept by Mr. Spry, who hands it to me quarterly. The postage itself on these newspapers is collected by any of the window clerks. So soon as any account is paid, Mr. Spry is advised, and the amount paid is passed to the subscriber's credit.)

The general items of cash are as follows:

Postage accounts with merchants.

Postage stamps sold to vendors.

Letter carriers' fees and postage collected.

Cash in tills, i.e., all postage collected at the windows.

#### MERCHANTS' BOX ACCOUNTS.

The entries of individual items are made, generally, by Mr. Spry, in whose charge the box is. At the end of each week the totals are added up; and, at the end of each month, the totals are brought to account against the respective parties.

The present third wicket was opened when the government was in Toronto. It was opened under the pressure of public solicitation. Since the Government left, the pressure at the wickets has considerably diminished. Except for sickness, have been absent only two days this year.

(Signed,)

G. H. BACKAS.

*John Carruthers*, appointed 7th May, 1852. Present salary, \$1100. Office hours: 6 to 7 A. M.; 9½ to 11½ A. M.; 2 to 7 P. M. On reaching office I distribute my registered letters for out-going mails (registered letters received by night mails are entered by night clerks in mails sent book and bills). Mails are then called off by mail clerks, and I enter the same on bill and in mail book.

I received my registered letters from Mr. Cooper, the forward registered letter clerk, who brings them over to me. I do not give Mr. Cooper at the time any receipt for the registered letter he hands to me, but we afterwards twice a day compare our books together. I am engaged in the entry of out-going mails, during the remainder of office hours being assisted, during interval for meals, by Mr. Cooper. I do the same for him during his absence. I have no suggestions to offer towards the simplification of the work of the office.

The proposition for placing Mr. Cooper in the Registry Office along with Mr. Forsyth, would be attended with this inconvenience, that we would not be able (as we do at present) to relieve each other during meal hours.

The clerks in the office appear to me to work harmoniously together.

(Signed,)

JOHN CARRUTHERS.

*John H. Davis*, Delivery Clerk,—appointed 7th May, 1852. Present salary \$1,100, being increased from \$1,060 since 1st July last. Office hours: 8 to 12 and 2 to 7. These hours are subject to variation on the arrival of English mails.

I deliver for 438 boxes and the military. In January, 1853, there were only 415 boxes in the office, there are now about a 1000 boxes in addition to the drawers. I do not think that the closing of one of the present wickets could be made without much dissatisfaction.

The general delivery clerk is now as fully engaged as possible, he has little time to attend to the delivery of any box letters. I am relieved during meal hours by Mr. Spry.

(Signed,)

J. H. DAVIS.

*Alexander Graham*, Delivery Clerk,—appointed 21st August, 1854. Present salary, \$800 a-year. Office hours: 8 to 12, 2 to 7.

I deliver for 519 boxes, this keeps me fairly employed during the day.

I do not think that one of the present wickets could be closed without complaint from the public.

In the event of any clerk being absent from illness in the front, his place is supplied by Mr. Corke.

(Signed,)

ALEX. GRAHAM.

*Daniel Spry*, Delivery Clerk,—appointed April, 1854. Present salary, \$800. Office hours: 6 to 8 A.M., 10 to 2 P.M., and 4 to 7 P.M.

I deliver for the same boxes as Mr. Davis during his dinner hour. When I am not engaged at the wicket, I assist in the sorting for the boxes and distribute the newspapers also keep the commuted postage account, and the running postage account. I also write

the "orders" for registered letters, these orders being delivered by the letter carriers. I also keep the letter carriers' book.

The fee on paid letters taken out by the carriers is duly accounted for and charged against the Postmaster.

I also notify publishers of undelivered publications, newspapers, &c.

I do not think that one of the wickets could be closed without much complaint from the public.

I do not myself see that any reduction in the force of the delivery staff can be made.

(Signed), DANIEL SPRY.

*Aylmer Langley*, Delivery Clerk,—appointed 10th January, 1856. Present salary, \$800. Office hours: 6 to 8 A.M., 10 to 2 A.M., 4 to 7 P.M.

On reaching office I sort letters, &c. into boxes, being thus engaged from 6 to 8. Wickets are opened at 7. I attend to instructions for the re-forwarding of letters, stamping the unpaid letters of this class with the stamp "forward." I weigh and rate unpaid postage on American newspapers, &c., from the States, charging the unpaid postage for Toronto delivery against the Postmaster. Mr. Griffiths acts for me during my absence. On the 1st and 15th of each month, I, with Mr. Barley, take out the letters to be advertised, and assist in the preparation of the advertised list. I am also engaged in the delivery of box letters four weeks, and for four weeks in the delivery of city registered letters for Mr. Forsyth.

Do not think a wicket could be closed without much public complaint.

(Signed), AYLMER LANGLEY.

*Alfred Barley*, Delivery Clerk,—appointed 1st July, 1855. Present salary, \$800. Office hours: 8 to 12 A.M., 2 to 7 P.M.

Am engaged in the General Delivery. Do not attend to any box delivery. Have very little spare time during the day. I am assisted by Mr. Griffiths, or rather relieved by Mr. G. during my meal hours. Do not think that centre wicket could be closed even for a portion of the day. I receive matter also from the public; I deliver also from the advertised letters. A very small portion of advertised letters is delivered, probably not exceeding ten per cent. I deliver, also, newspapers from the General Delivery.

(Signed), ALFRED BARLEY.

*W. E. Griffiths*, Delivery Clerk,—appointed to my present office 5th March, 1862, having previously served some two months in Mr. Dewe's Office. Although appointed on 5th March, 1862, I did not assume my duties in the Toronto Post Office till June, 1862, (this delay was because I was required in Mr. Dewe's office in the place of Mr. Cuppage, who was in charge of the Guelph office, whose Postmaster had died). I fill the vacancy in the Toronto Office occasioned by the death of Mr. McAlpine.

In the interval between Mr. McAlpine's death and Mr. Cuppage's return from Guelph, Mr. McCloskey (son of the letter carrier) acted as General Delivery Clerk. I am engaged pretty constantly during the day. It is in the afternoon however, when I am in charge of the general delivery, that my work is the heaviest. I have about 260 boxes to distribute letters and papers into.

(Signed), W. E. GRIFFITHS.

*H. A. Johnson*, principal newspaper sorter, appointed January, 1845

Have had about 15 years service in the Department. Present salary, \$900. Office hours: 5.30 A.M. to 7 A.M.; 10 A.M. to 2 P.M.; 4.30 P.M. to 7 P.M. On reaching office in

morning I at once commence to distribute papers. The "Globes" and "Leaders" are the heaviest papers I have to deal with, and their morning circulation reaches the office about 5½ A.M. I mail all "Globes," "Leaders," &c., &c., for the east, on the conductors in the morning. The weekly, semi and tri-weekly editions of these papers are posted in the course of the day. If I have any spare time during the day, I assist in the several mailing departments. During my absence at meals, newspaper sorting is not proceeded with, but my meal hours are so arranged that the newspaper distribution does not suffer delay. At times of pressure I am assisted by A. Fenwick. This is always the case on Tuesday and Thursday, the latter particularly being an extremely busy day.

Work of office seems to me to be pretty equally divided, and cannot suggest any change in, or re-distribution of, the work that would tend to diminish labor. I should add also that I am occasionally assisted in the sortation of papers by J. McCloskey.

(Signed,) H. A. JOHNSON.

*James McCloskey*, appointed as letter carrier, April, 1859. Present salary, \$300 a year. Office hours, from 5.30 to 7 A.M., and from 10 A.M. to 2 P.M., and from 4.30 to 7 P.M. Am engaged generally during the day, either in opening mails, checking mails, emptying receivers, rate letters, and the work of a Post Office clerk generally. From April, 1859, to August, 1861, I acted as letter carrier, and have since acted as clerk. I was brought into the Post Office (proper) to act as clerk, because a new appointment to a letter carriership had, about August, 1861, been made by the Postmaster General. This new appointment was that of F. P. Johnson. I am fully occupied during the day at my work, and all the clerks in the office seem to be constantly occupied, although of course their work fluctuates somewhat. On Thursdays there is even room for the employment of an additional hand. I think that the recent adoption of night-work is a good arrangement, and one that expedites and ensures the safe despatch of mails in the morning. I have no suggestion to offer in regard to any re-distribution of the work of the office. The salary I continue to receive (\$300) is that of a letter carrier, although my duties are essentially those of a mail clerk.

(Signed,) JAS. McCLOSKEY.

*Andrew Fenwick*, Mail Clerk,—appointed August, 1853. Office hours: from 2 to 6 P.M., and from 8 to 12 P.M. Present salary, \$1,100. My duties consist in sorting, making up, and closing mails. Mr. Beatty and myself now perform, between 8 and 12 at night, the same work that we formerly performed in the morning. I think that one of the four clerks now at work in the early morning might, with advantage, be detailed to assist Mr. Beatty and myself at the night work.

(Signed,) A. FENWICK.

*William Beatty*, General Mail Clerk,—appointed March 22nd, 1860. Office hours: 2 to 6 P.M., 8 to 12 P.M. Present salary, \$600.

My duties consist in making up mails generally. My heaviest work is at night, when Mr. Fenwick and myself are alone in the office; in the afternoon the work is sometimes light and sometimes heavy. I assist Mr. Johnson in the newspaper distribution. Cannot say whether a clerk could be withdrawn from the back office without inconvenience. When lately Mr. Cooper was sick, I acted for him, consequently my work was distributed among the remaining clerks; they were then obliged to work extra time in consequence. I am one of the clerks engaged at night work, and I think that the recent new arrangement introducing the system of night duty, works with benefit to the service, because matter which formerly lay over perhaps 8 or 10 hours until the afternoon of the next day, is now forwarded by the first despatch in the morning.

(Signed,) W. BEATTY.

*G. B. Douglas*, General Mail Clerk,—appointed April 1st, 1860, having served in the Post Office, temporary, for the year previous. Salary, \$500. Office hours, 5½ A.M. to 7 A.M.; 9½ A.M. to 11 A.M.; 2 P.M. to 7 P.M.

Making up and sorting mails includes the distribution of English papers.

I think that Mr. McCloskey might now be dispensed with in the early morning sortation, and that he might instead be detailed to the night duty—McCloskey, of course, continuing to perform afternoon duty still. As before McCloskey's introduction into the office, this afternoon work was got through without his aid, I presume it would be impracticable again to perform it without his additional assistance.

The lightest period of the work, during the day, is between 3 and 4 P.M.

(Signed,) G. B. DOUGLAS.

*R. Harstone*, General Mail Clerk,—appointed April, 1859. Salary \$500. Office hours: 5½ to 7; 9½ to 11; 2 to 7.

I find quite sufficient to occupy myself during the morning hours.

The Eastern mail, when it arrives too late to be dealt with by the night clerks, is thrown over to be distributed, &c., by the morning staff; this has happened some five or six times since the introduction of the night duty. I do not think that McCloskey could be spared from the morning staff.

(Signed,) A. HARSTONE.

*Alfred Corke*, Mail Street Clerk,—appointed April, 1856. Salary, \$800. Office hours: from 8 to 4.

I keep the following books: Mail Received book; Mail Sent do.; American Mail book. I make up monthly sheets for Post Office Department.

Toronto corresponds with 134 Canadian offices, and with 4 American. To several of the larger offices there are two and sometimes three mails sent. My work keeps me fully occupied. When any delivery clerk is absent I supply his place; I occasionally assist Mr. Backas with the English mails.

(Signed,) ALFRED CORKE.

LETTER CARRIERS—(continued.)

*John McCloskey*:—I have been 18 years in the Post Office, having acted the whole of that time as letter carrier. My present salary is \$440 a year.

In consideration of my long period of servitude and the amount of duty I have to discharge, I would request that an addition should be made to my salary.

(Signed,) JOHN McCLOSKEY.

*Peter Ross*:—I am a letter carrier, a duty in which I have been employed for the past three years, at a salary of \$300 a year. I make one delivery per day.

(Signed,) PETER ROSS.

*Francis P. Johnson*:—I am a letter carrier. I have been in the service about 18 months, having been appointed to the position then occupied by James McCloskey, who has since then been employed in the office. My salary is \$300 per year.

(Signed,) F. P. JOHNSON.

*Thomas Harrington*:—I am employed as a letter carrier, and have been so engaged nearly four years. My salary is \$300 per annum. I deliver once in each day. My salary I consider inadequate to the services I have to perform. My deliveries average 70 letters, and about 30 newspapers every day. I walk between 15 and 20 miles per day.

(Signed,) T. HARRINGTON.

*John Ross*, letter carrier, appointed 1st April, 1859; \$400 a year. Duties:—I reach, as a rule, the Toronto office for duty every morning at 7 A. M.

Between 7 and 8 I am generally engaged in sorting and distributing letters for the various "beats" of the carriers. In starting on my morning rounds I take with me on an average about 30 or 60 letters. I charge a 2 cents' fee on each letter delivered, and 1 cent on each newspaper.

I make two deliveries a day, leaving the office at 8 A. M., and returning at 2 P. M., (dining in the meantime). I start again at 2 P. M. on my second round, returning to the office at 4 P. M.

(Signed,) JOHN ROSS.

#### BOX COLLECTOR.

*Henry Falkner*, appointed 20th March, 1859; \$300 a-year.

I visit the several boxes within my beat three times a day. In visiting these boxes I think I walk 12 miles a day. I think the boxes are located in positions most convenient to the public.

Each of my rounds occupies about 1½ hour. I do not think that in my "beat" there is any pillar box so little used as to indicate an absence of necessity for its continuance. I have no suggestion or matter of complaint to offer.

(Signed,) HENRY FALKNER.

*James Bernard*. \$300 a year. Appointed 21st January, 1861.

Visits boxes three times a day. I consider that I walk 13 or 14 miles a day. I think the locks on these boxes are not very good. In winter they are difficult to open. I think that generally they are located in convenient positions. Have no particular suggestion or matter of complaint to make. Would be glad, when opportunity offers, to be promoted from my present position. Have served since January 21st, 1860.

(Signed,) JOSEPH BERNARD.

#### MESSENGER AND HOUSE-KEEPER.

*John Loughman*. \$320 a year, (\$26.66 a month.)

I generally open the mail bags received. I have no regular hour for attendance at the office, but am engaged at work in it, of various natures, from about 5 in the morning till about midnight. I have to receive all mails that arrive at night, checking their numbers. I am paid by Mr. Dewe, Post Office Inspector, although, from the nature of my work, I belong almost entirely to the Toronto Post Office. An allowance of \$5 a month is accorded to me under the head of "Servant's Wages," for which the house is kept in order, and work performed generally belonging to a woman servant.

(Signed,) JOHN LOUGHMAN.

*Joseph Leslie*, Postmaster, appointed 10th April 1852. Salary on entry, \$1,600; present salary, \$2000.

## DUTIES.

General supervision of the office. In my own office the following branches of business are performed: the issue and payment of money orders; the sale of stamps to news-vendors and others; the regulation of postage accounts; the cash and bank transactions of the office; the official correspondence. (The money order business is performed chiefly by Mr. Backas, but in his absence I attend to it).

I consider the general plan of this office very ill-adapted for Post Office purposes, under the altered circumstances of the business. I do not think it would be advisable to bring the "Forward Registered Letter Clerk" into the front office; he is more useful, I think, as at present in the mailing office, because *there* he can assist in the general mailing work of the office.

Generally speaking, I have every reason to be satisfied with the personal qualifications and conduct of the staff of this office. They are zealous in the discharge of their duties, and work harmoniously together as a rule. With regard, however, to Mr. Griffiths (now acting in the front office), I consider he is better qualified for the duty of the mailing department.

Mr. Douglas is not so careful a clerk as is desirable; he frequently commits mistakes for want of proper attention.

There has not been that punctual attendance on the part of certain clerks which should be the case, but I have recently introduced a "time book" into the office, the effect of which, I trust, will be to produce a reform in this respect.

## NIGHT WORK.

I have recently introduced a system of night work into the office. Two clerks are detailed for this duty (Beatty and Fenwick), to be assisted by the box collector, if required. These clerks now give attendance at night, instead as previously in the early morning. The duties of these night clerks is to open all mails arriving after 7 P. M., to select the forward matter, prepare it for despatch, and to make up and close all outgoing mails for cities and Post Offices to be despatched early the next morning. The Conductor's bags being kept open and not closed till the following morning.

The effect of this night system of work is, that all matter reaching Toronto at night for forward offices is despatched by the early morning railway trains.

## DELIVERY CLERKS.

There are now 7 delivery clerks, including the registry clerk. I do not think it would be possible to close one of the delivery wickets without provoking considerable dissatisfaction on the part of the public.

## MAILING OFFICE.

There are 9 persons now employed in the mailing department of the office; in this number is included a *letter carrier*, James McCloskey: although performing the duty of a clerk, he is in receipt of a letter carrier's salary only. The circumstances of his introduction into the office are as follows:—The letter carrier service does not require more than 5 men to perform it, and this was the number included in the staff of carriers up to the 24th August, 1862. On that date, however, a new appointment to the letter carrier staff was made in the person of F. P. Johnson; I had made no application for this additional assistance, and did not in fact require it. On, however, being advised of the appointment, and not having any letter carrier duty to which I could assign an additional hand, I considered it best in the interest of the service to transfer to work in the office itself James McCloskey, who has accordingly continued to perform the duty of a general mail clerk, thus giving an additional clerk to the office proper.

As regards Johnson, personally, I have no complaint to make, for he has performed his duties to my entire satisfaction; but in connection with the question of the reduction of the expenses of the office, a re-adjustment of the duties, &c., of the mail clerks, will possibly enable me to dispense with the additional aid which accrued as a consequence of his appointment.

## LETTER CARRIERS.

There are 5 letter carriers, one for each of the city divisions indicated in the accompanying map :

John McCloskey, J. Ross, P. Ross, T. Harrington, F. P. Johnson.

(As already explained, James McCloskey is also entered on the letter carrier staff, although he actually serves as a clerk in the City Post Office.)

Two of the letter carrier divisions, as indicated on the map, are served twice a day. These letter carriers are fully occupied during the day. They discharge their duties to my satisfaction. The service is a self-sustaining one; for the excess of fees collected by the letter carriers over their salaries, for the year ended 31st October, 1862, was \$117.89.

|                             |            |
|-----------------------------|------------|
| Their fees having been..... | \$1,858 01 |
| Their salaries .....        | 1,740 12   |
| Balance.....                | \$ 117 89  |

I consider it would not be possible to reduce the number of these carriers, although certainly any addition to the present staff is not required. One of their number, J. McCloskey, has been in the service since 14th February, 1845; he has been a faithful servant. His salary is only \$440, and I should be glad to see it increased, and the payment to this branch of the service generally equalized.

## BOX COLLECTORS.

H. Falkiner, \$300; J. Bernard, \$300.

I consider that the introduction of pillar boxes into the postal service of the city has proved of considerable convenience to the public. Both the collectors perform their duties satisfactorily.

The boxes are visited three times daily, viz: at 5.30 A.M., at 1 P.M., and at 9 P.M. The following is a record of the amount of matter, shewing postage thereon collected through these pillar boxes for the week ended 28th June, 1862:

|                                     |          |
|-------------------------------------|----------|
| Paid letters, 1,462 — Postage ..... | \$75.01  |
| Unpaid " 569 — " .....              | 26 94    |
| Newspapers, 350 — " .....           | 3 50     |
| Total.....                          | \$105 45 |

## MESSENGER AND OFFICE-KEEPER.

John Loughman lives in the office; salary, \$365 a year; is allowed light and fuel;— is an intelligent and trustworthy man.

## EXTENSION OF REGISTRY OFFICE.

I do not think it would be practicable to enlarge the registration delivery. I think there should be means of warming it more than at present.

## REGISTRATION FEE.

I consider that the present registration fee of 2 cents is much too low, having the effect of restricting the Money Order business, and that it by no means compensates the Department for the labor and expense involved. I think the fee should be at least 5 cents. In this connexion I would remark that the scale of charges for Money Orders should be reduced to a uniform scale as near as possible of  $\frac{1}{2}$  per cent.; my experience having shewn that the effect of the charge of three-fourths on orders between \$30 and \$100 has been to prevent the public from availing themselves of the system as they would otherwise.

## LETTERS PRE-PAID BY STAMPS.

I consider it would be very desirable to discontinue (if possible) the present practice at city offices, of entering in the letter bills, letters pre-paid by stamps. There would be a great saving of time gained both in the despatching and in the checking of mails, and in the rendition of monthly sheets.

## MERCHANTS' ACCOUNTS.

I consider that my commission on merchants' postage accounts amounts to about \$900 a year, at present. This is the gross amount per annum, from which have, of course, to be deducted the losses arising from bad debts. My commission charge is 5 per cent.

## PRE-PAYMENT OF CITY LETTERS—"DROP LETTERS."

There would be a considerable saving of time and labor, and a gain to the revenue effected, were the pre-payment by stamps on "drop letters" made compulsory, and I do not think that the introduction of this system would be regarded unfavorably by the public.

## MONEY ORDER BUSINESS.

I think that the transmission, daily, to the Department at Quebec, of the Money Order lists would be an improvement on the present weekly rendition.

Book of Rules and Regulations for the Postmasters and clerks is much required.

## MONEY ORDER RESPONSIBILITY.

I think that the increased money responsibility which devolved on City Postmasters, on the introduction of the Money Order system, was of such a nature as to deserve that some special additional compensation to the Postmasters should have been given therefor at the time. This, however, was not the case, and, as a city Postmaster, I believe that we have strong claims to have our position, in this respect, duly considered.

## CIRCULARS.

I think it would be very desirable that some clearer definition than now exists should be given of the particular conditions which shall be regarded as constituting a "circular;" in the eyes of the Post Office.

Expense of gas for the year 1861 was \$656.17. Mr. Dewe and myself recently had a conference with Mr. Thompson, the inventor of the apparatus for manufacturing gas from petroleum. The result was that in a close calculation it was ascertained that petroleum gas could be supplied and the office lighted at about 25 per cent. of the present cost.

## EXEMPTION OF POSTAGE OF CERTAIN PERIODICALS.

I think that the present exemption from postage accorded to certain periodicals should be discontinued, because of the frequent evasion of the law, and of the difficulty of defining what particular papers have or have not a claim to this exemption.

(Signed,)

JOSEPH LESSLIE.

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*Mr. Lesslie's further answers to Queries.*

Ques. 1. How do you account for the postage on drop letters; how are they charged against you, and by whom?

Ans. City or drop letters are accounted for by being enumerated by any clerk who may be charged with the duty of emptying the receivers, and rating and stamping the letters taken therefrom. Each time this duty is performed, the number of the city or drop letters, is noted on a slate as they are taken into the front office for delivery, and at the close of each day the whole number is entered in a memorandum book kept for that

purpose, from which it is transferred weekly to the account book, from which the return in the account current is made up.

*Ques. 2.* How do you account for the postage on United States or transient newspapers?

*Ans.* United States and transient newspapers are carefully enumerated each time the contents of the mails are taken to the front office for distribution, and the amount of postage thereon is at once entered in a book kept for that purpose, from which this item in the account current is made up.

*Ques. 3.* How are the daily cash receipts at the wickets transferred to you, and by whom?

*Ans.* The cash receipts at the wickets are taken from the tills, are counted by the Postmaster and the Assistant Postmaster (alternating weekly) at the close of each day's business, and the amount is entered by the postmaster in his private cash book.

*Ques. 4.* Have all the clerks in your office subscribed to the Post Office declaration?

*Ans.* All the clerks and employés in the Toronto Post Office have been duly sworn and have subscribed the usual official declaration.

*Ques. 5.* How is your commuted postage account kept, and by whom, with payments exacted regularly in advance for each Post Office quarter?

*Ans.* The newspaper commuted account is kept in a book provided for that purpose; an account is opened with each newspaper having subscribers served through the Toronto Post Office. At the commencement of each quarter the commuted rate due is marked on each newspaper, before being placed in the boxes, and is collected in the same manner as postage on letters. The whole of the commuted postage is entered at the commencement of each quarter in the money column under each newspaper account, from which is deducted the postage on such as may be refused or remain uncalled for, when the general statement is prepared and the net account of such postage is transferred into the account current.

*Ques. 6.* What is the practice in regard to subscribers to papers who do not commute their postage?

*Ans.* Newspapers addressed to subscribers who do not avail themselves of the privilege of commuting, are charged the full rate and are brought into account with United States and transient newspaper postage. There are only one or two such, frequently none.

7. Furnish copy of daily account with letter-carrier.

*Ques. 8.* Please describe the system on which you dispose of postage stamps. Can you furnish a copy of last Return?

*Ans.* Postage stamps are sold under the authority of the Postmaster General to all regular traders, booksellers, news-vendors, and agents who may apply for them. None are retailed at the Post Office, with the exception of occasionally supplying parties posting late letters, when there may not be sufficient time to allow of their obtaining them from stamp agents. The account is kept in the blank forms supplied by the department, in which sales are entered as they are made, each purchaser being required to subscribe his name opposite the amount of stamps and commission allowed. The only exception to this rule is the case of the largest dealer, when the sale for the month and the commission are entered in one item. A copy of the account for the current month is transmitted herewith.

*Ques. 9.* Do you account for the rent of drawers to the department? If not, why not? How many drawers have you now rented? At what rate?

*Ans.* The return herewith exhibits the amount accruing to revenue from box rents, for the years 1857, 1858, 1859, 1860 and 1861, amounting in the aggregate to \$6522.88, equal to a yearly average of \$1304.57.

The amount returned for drawer rents for the years 1853, 1854, 1855 and 1856 is \$668. No drawer rents have been brought to revenue accounts since that period. The department regulations prohibiting Postmasters from running accounts; the rent of drawers, it was considered, properly formed part of the commission charged to merchants and others for running monthly or quarterly accounts. On conferring with Mr. Griffin, the Deputy Postmaster General, on the point, I understood him to express himself as entirely concurring in the opinion, and on the strength of it I issued the printed circular, a copy of which is herewith enclosed; discontinuing all accounts amounting to a less sum than \$5 per month, except to persons holding drawers.

(Circular.)

POST OFFICE,  
TORONTO, 10th December, 1857.

DEAR SIR,—In consequence of an Order issued by the Postmaster General, requiring that, on and after the first day of January next, Post Office returns shall be made monthly, instead of quarterly as heretofore, I beg to inform you that I am under the necessity of making a corresponding alteration in the time of collecting accounts with this office for postage, and that, after the date above mentioned, such accounts will be rendered on the first day of each month, and prompt payment required.

All accounts amounting to a less sum than five dollars per month will be discontinued, except in the case of persons holding drawers.

Trusting that these arrangements will not subject you to any inconvenience,

I remain, very respectfully,

Your obedient servant,

JOSEPH LESSLIE, P. M.

The effect of this was to increase the box accommodation to the public, and enabled me to continue accounts which otherwise the 5 per cent. commission would not warrant me to do. I considered the matter perfectly understood, and in rendering my account for the December quarter following, I claimed credit for drawer rents I had already paid to revenue, amounting to \$668, which was disallowed.

(Query.) Being so disallowed, was this amount accounted for to the Department?—  
Ans. Yes.

Ques. 10. How is the Registration Fee, when paid in money, accounted for?

Ans. The fees on registered letters prepaid in money are accounted for by the registration clerk noting the number as they are recorded, which is entered in the proper book, and at the end of each month is brought into account current.

Ques. 11. Please describe the system of keeping accounts with merchants?

Ans. The system of keeping accounts with merchants and others is as follows: A large book is kept, called the charging book, which is ruled into spaces for the number of the box or drawer, the names of the holders which are filled in weekly in alphabetical order, a space for each day of the week and a money column at the right hand of the page, in which to carry out the weekly total. When the letters and newspapers are being sorted for delivery, the unpaid portion of such letters and papers as may be addressed to persons running accounts are laid in alphabetical order on the counter. When the sorting is completed, one clerk takes them up in the order in which they are placed, calls off the amount of postage which is entered at once by the clerk stationed at the desk with the charging book open before him. As fast as the postage is called off, the letters or papers are placed in the proper box. This process is pursued every time a mail arrives and is being sorted. At the end of each week the items thus charged are added together and carried into the money column, from which at the close of the month the weekly totals are carried to the ledger, from which the accounts are made out and rendered at the close of each month. Papers and prepaid letters marked to be charged to account, are entered in the charging book from a blotter in the sorting room, in which the items are entered as the letters are taken from the stamping table, and sorted up for despatch by the mails.

12. A comparative statement, for the year ending 30th Sept., 1862, of the fees collected by letter carriers, and the amount paid them in salaries is transmitted herewith, shewing a revenue accruing from this source, of \$117.89.

Ques. 13. In how many papers are undelivered letters advertised? How much does the advertising of each letter cost? About what does the present cost of advertising dead letters amount to monthly? About what per centage of letters are delivered from the advertised list?

Ans. Unclaimed letters are advertised, by order of the department, in the *Christian Guardian*, *Mirror* and *Freeman*, at a cost of six cents on each letter, that is, two cents a letter to each of the above journals. From an examination of the advertised list for August last, I find that about 25 per cent. of the letters have been delivered.

(Signed,)

JOSEPH LESSLIE.

*Question.*—1st. Number of drawers rented to the public for each year, respectively, since the building of the present Post Office ?

2nd. The rate per year at which such drawers have been rented ?

3rd. The total amount received for each year on account of such rents ?

4th. The amount per annum for which Postmaster has accounted to Department for the same ?

*Answer.*—The number of drawers rented in the year—

|      |     |   |   |   |   |   |   |   |   |    |
|------|-----|---|---|---|---|---|---|---|---|----|
| 1853 | was | - | - | - | - | - | - | - | - | 38 |
| 1854 | "   | - | - | - | - | - | - | - | - | 41 |
| 1855 | "   | - | - | - | - | - | - | - | - | 41 |
| 1856 | "   | - | - | - | - | - | - | - | - | 47 |

The total amount received for each year, on account of such rents, was—

|          |   |   |   |   |   |   |                 |               |
|----------|---|---|---|---|---|---|-----------------|---------------|
| For 1853 | - | - | - | - | - | - | £ 38            |               |
| " 1854   | - | - | - | - | - | - | 41              |               |
| " 1855   | - | - | - | - | - | - | 41 5s.          |               |
| " 1856   | - | - | - | - | - | - | 47              |               |
|          |   |   |   |   |   |   | <u>£167 5s.</u> | <u>=\$669</u> |

This amount, \$669, was brought into account in the order in which they are entered above.

In 1857, instead of collecting rent for drawers as for boxes, a sum corresponding to the rate was charged as an item of commission to the parties holding such drawers in the postage account, which I am under the necessity of running with every drawer-holder. This arrangement, as stated elsewhere, was submitted for approval to the Department and has been acted upon ever since.

The amount thus charged, as commissions, was as follows :—

|          |       |   |   |   |   |   |               |
|----------|-------|---|---|---|---|---|---------------|
| 1857— 86 | @ \$3 | - | - | - | - | - | \$ 258        |
| 1858— 88 | "     | - | - | - | - | - | 264           |
| 1859—113 | "     | - | - | - | - | - | 339           |
| 1860—108 | "     | - | - | - | - | - | 324           |
| 1861—115 | "     | - | - | - | - | - | 345           |
|          |       |   |   |   |   |   | <u>\$1530</u> |

Estimated losses on postage account during that period, exclusive of that arising from contingencies connected with the collection of general revenue, will exceed \$500.

(Signed,) JOSEPH LESSLIE.

Post Office,  
Toronto, 27th November, 1862.

(B.)

## List of Corresponding Offices for November, 1862.

|                 |                   |                    |                |                   |
|-----------------|-------------------|--------------------|----------------|-------------------|
| Agincourt.      | Hd. Landing.      | Oakville.          | Chippawa.      | Oshawa.           |
| Markham.        | "                 | Wellington Square. | Clifton.       | "                 |
| Malvern.        | Kettleby.         | "                  | Niagara.       | Pickering.        |
| Milnesville.    | King.             | Amherstburg.       | Queenstown.    | Port Hope.        |
| Ringwood.       | Lloydtown.        | Brantford.         | Acton.         | "                 |
| Stouffville.    | Maple.            | "                  | Berlin.        | Whitby.           |
| Woburn.         | Schomberg.        | Chatham.           | "              | Lindsay.          |
| Albion.         | Stayner.          | "                  | Brampton.      | Peterboro'.       |
| Coleraine.      | Newmarket.        | Dundas.            | "              | "                 |
| Humber.         | "                 | "                  | Bentick.       | Bellefille.       |
| Kleinburg.      | Oakridges.        | Galt.              | Claude.        | "                 |
| Thistletown.    | Richmond Hill.    | "                  | Carlton, West. | Brockville.       |
| Woodbridge.     | "                 | Goderich.          | Churchville.   | "                 |
| Tomore.         | Thornhill.        | Hamilton.          | Georgetown.    | Montreal.         |
| Leslie.         | Barrie.           | "                  | "              | "                 |
| Highland Creek. | "                 | Harrisburg.        | Guelph.        | Kingston.         |
| Rouge Hill.     | Beaverton.        | Ingersoll.         | "              | "                 |
| Scarboro'.      | Collingwood.      | "                  | Malton.        | Ottawa.           |
| Caledon, East.  | "                 | London.            | New Hamburg.   | "                 |
| Grahamsville.   | Orillia.          | "                  | Petersburg.    | Quebec.           |
| Mono Mills.     | Owen Sound.       | Newbury.           | Shakespeare.   | B. & L., East.    |
| Sand Hill.      | Eglington.        | "                  | Stratford.     | " West.           |
| Stanley's Mill. | Willow Dale.      | Paris.             | "              | G. W., East.      |
| Tullamore.      | York Mills.       | "                  | St. Mary's.    | "                 |
| Etobicoke.      | Yorkville.        | Preston.           | "              | G. W. West.       |
| Islington.      | "                 | "                  | Waterloo.      | "                 |
| Leppincott.     | Chittenham.       | St. Catharines.    | Weston.        | "                 |
| Summerina.      | Campbell's Cross. | Sandwich.          | "              | S. & S. T. R. Rd. |
| Cooksville.     | Caledon.          | Sarnia.            | Bowmanville.   | "                 |
| Credit.         | Edmonton.         | Simcoe.            | "              | G. Trunk, East.   |
| Streetsville.   | Orangeville.      | "                  | Clarke.        | "                 |
| Aurora.         | Sligo.            | Windsor.           | Cobourg.       | O. S. & H. R. Rd. |
| "               | "                 | "                  | "              | T. & L. R. R.     |
| Bradford.       | Milton.           | Woodstock.         | Dumbarton.     | L. B. R. R.       |
| "               | Mimico.           | "                  | Newcastle.     | S. & S. R. R.     |
| Concord.        | Oakville.         |                    |                |                   |
| Davenport.      |                   |                    |                |                   |



(C.)  
**POST OFFICE, TORONTO.**  
 SECOND EDITION.

*Mail Arrangement for the Month of November, 1862.*

| NORTHERN RAILWAY MAIL, BY O. S. & H. R. R. |         |       | WESTERN MAIL, BY G. W. R. R. |         |       | NORTH-WESTERN MAIL, BY G. T. R. R. |         |       |
|--------------------------------------------|---------|-------|------------------------------|---------|-------|------------------------------------|---------|-------|
| Route.                                     | Closes. |       | Route.                       | Closes. |       | Route.                             | Closes. |       |
|                                            | A. M.   | P. M. |                              | A. M.   | P. M. |                                    | A. M.   | P. M. |
| Aurora.....                                | 6       | 3     | Amherstburg.....             | 6       | 10.30 | Albion.....                        | 6       | 2.30  |
| Barrie.....                                | 6       | 3     | Brantford.....               | 6       | 10.30 | Acton.....                         | 6       | 2.30  |
| Beaverton.....                             | 6       | 3     | Chippawa.....                | 6       | 10.30 | Berlin.....                        | 6       | 2.30  |
| Bradford.....                              | 6       | 3     | Clitham.....                 | 6       | 10.30 | Brampton.....                      | 6       | 2.30  |
| Davenport.....                             | 6       | 3     | Clifton.....                 | 6       | 10.30 | Bentick.....                       | 6       | 2.30  |
| Collingwood.....                           | 6       | 3     | Cookville.....               | 6       | 10.30 | Claude.....                        | 6       | 2.30  |
| Concord.....                               | 6       | 3     | Credit.....                  | 6       | 10.30 | Coleraine.....                     | 6       | 2.30  |
| Holland Landing.....                       | 6       | 3     | Dundas.....                  | 6       | 10.30 | Caledon.....                       | 6       | 2.30  |
| King.....                                  | 6       | 3     | Galt.....                    | 6       | 10.30 | Caledon East.....                  | 6       | 2.30  |
| Kettleby.....                              | 6       | 3     | Godfrich.....                | 6       | 10.30 | Campbell's Cross.....              | 6       | 2.30  |
| Lloydtown.....                             | 6       | 3     | Hamilton.....                | 6       | 10.30 | Cheltenham.....                    | 6       | 2.30  |
| Maple.....                                 | 6       | 3     | Harrissburg.....             | 6       | 10.30 | Churchville.....                   | 6       | 2.30  |
| Oak Ridge.....                             | 6       | 3     | Ingersoll.....               | 6       | 10.30 | Edmonton.....                      | 6       | 2.30  |
| Owen Sound.....                            | 6       | 3     | London.....                  | 6       | 10.30 | Georgetown.....                    | 6       | 2.30  |
| Richmond Hill.....                         | 6       | 3     | Millon.....                  | 6       | 10.30 | Grahamsville.....                  | 6       | 2.30  |
| Schenberg.....                             | 6       | 3     | Mimico.....                  | 6       | 10.30 | Guelph.....                        | 6       | 2.30  |
| Stayner.....                               | 6       | 3     | Newbury.....                 | 6       | 10.30 | Humber.....                        | 6       | 2.30  |
| Thornhill.....                             | 6       | 3     | Niagara.....                 | 6       | 10.30 | Kilnburg.....                      | 6       | 2.30  |
| Yonge St.—by Stage.....                    | 2.30    |       | Oakville.....                | 6       | 10.30 | Malton.....                        | 6       | 2.30  |
| Belton.....                                | 2.30    |       | Paris.....                   | 6       | 10.30 | Mono Mills.....                    | 6       | 2.30  |
| Willow Dale.....                           | 2.30    |       | Preston.....                 | 6       | 10.30 | Hew Hamburg.....                   | 6       | 2.30  |
|                                            |         |       | Quecton.....                 | 6       | 10.30 | Orangeville.....                   | 6       | 2.30  |
|                                            |         |       | St. Catharines.....          | 6       | 10.30 |                                    |         |       |

| UNITED STATES MAIL, BY G. W. R. R. |         |       | NOVA SCOTIA AND NEWFOUNDLAND, BY BOSTON. |         |       |
|------------------------------------|---------|-------|------------------------------------------|---------|-------|
| Route.                             | Closes. |       | Route.                                   | Closes. |       |
|                                    | A. M.   | P. M. |                                          | A. M.   | P. M. |
| York Mills.....                    | 6       | 2.30  | Petersburg.....                          | 6       | 2.30  |
| Yorkville.....                     | 6       | 2.30  | St. Mary's.....                          | 6       | 2.30  |
|                                    |         |       | Sandhill.....                            | 6       | 2.30  |
|                                    |         |       | Shakespeare.....                         | 6       | 2.30  |
|                                    |         |       | Sligo.....                               | 6       | 2.30  |
|                                    |         |       | Stanley's Mills.....                     | 6       | 2.30  |
|                                    |         |       | Stratford.....                           | 6       | 2.30  |
|                                    |         |       | Tullamore.....                           | 6       | 2.30  |
|                                    |         |       | Thistleton.....                          | 6       | 2.30  |
|                                    |         |       | Tornoro.....                             | 6       | 2.30  |
|                                    |         |       | Weston.....                              | 6       | 2.30  |
|                                    |         |       | Waterloo.....                            | 6       | 2.30  |
|                                    |         |       | Woodbridge.....                          | 6       | 2.30  |

**ENGLISH MAILS.**

| DATE.       | ROUTE.        | RATE.   | Hour of Closing. |
|-------------|---------------|---------|------------------|
| Nov. 3..... | New York..... | 17 Cts. | 3.00 P. M.       |
| " 7.....    | Quebec.....   | 124 "   | 5.30 A. M.       |
| " 10.....   | Boston.....   | 17 "    | 9.30 A. M.       |
| " 14.....   | Quebec.....   | 124 "   | 5.30 A. M.       |
| " 17.....   | New York..... | 17 "    | 3.00 P. M.       |
| " 20.....   | Quebec.....   | 124 "   | 10 P. M.         |
| " 24.....   | Boston.....   | 17 "    | 10.30 A. M.      |
| " 27.....   | Portland..... | 124 "   | 10 P. M.         |

**DESPATCHED 10th and 24th November.**

| Despatched 10th and 24th November. | Rate.   | Closes.     |
|------------------------------------|---------|-------------|
| For Nova Scotia.....               | 13 cts. | 10.30 A. M. |
| For Newfoundland.....              | 20 "    | "           |

**KINGSTON ROAD—by Stage:**

| Route.              | Closes. |
|---------------------|---------|
| Highland Creek..... | 2 P. M. |
| Leslie.....         | 2 P. M. |
| Rouge Hill.....     | 2 P. M. |
| Scarboro'.....      | 2 P. M. |

**DUNDAS STREET—by Stage:**

| Route.           | Closes. |
|------------------|---------|
| Etobicoke.....   | 1 P. M. |
| Islington.....   | 1 P. M. |
| Lippincott.....  | 1 P. M. |
| Summerville..... | 1 P. M. |

N. B.—Letters for Registration must not be posted later than 15 minutes previous to the hour of closing, for any of the above Mails.

**OFFICE HOURS**—During week, from 7 A. M. to 7 P. M. Office closed on Sundays.

JOSEPH LESSLIE, Postmaster.

(D.) Proposed Mail Sent Book for Toronto P. O.

| Date. | Unpaid | Paid. | Missent and re-directed | Stamps | Date. | Unpaid | Paid. | Missent and re-directed | Stamps |
|-------|--------|-------|-------------------------|--------|-------|--------|-------|-------------------------|--------|
|       | \$ c.  | \$ c. |                         | \$ c.  |       | \$ c.  | \$ c. |                         | \$ c.  |
| 1     |        |       |                         |        | 1     |        |       |                         |        |
| 2     |        |       |                         |        | 2     |        |       |                         |        |
| 3     |        |       |                         |        | 3     |        |       |                         |        |
| 4     |        |       |                         |        | 4     |        |       |                         |        |
| 5     |        |       |                         |        | 5     |        |       |                         |        |
| 6     |        |       |                         |        | 6     |        |       |                         |        |
| 7     |        |       |                         |        | 7     |        |       |                         |        |
| 8     |        |       |                         |        | 8     |        |       |                         |        |
| 9     |        |       |                         |        | 9     |        |       |                         |        |
| 10    |        |       |                         |        | 10    |        |       |                         |        |
| 11    |        |       |                         |        | 11    |        |       |                         |        |
| 12    |        |       |                         |        | 12    |        |       |                         |        |
| 13    |        |       |                         |        | 13    |        |       |                         |        |
| 14    |        |       |                         |        | 14    |        |       |                         |        |
| 15    |        |       |                         |        | 15    |        |       |                         |        |
| 16    |        |       |                         |        | 16    |        |       |                         |        |
| 17    |        |       |                         |        | 17    |        |       |                         |        |
| 18    |        |       |                         |        | 18    |        |       |                         |        |
| 19    |        |       |                         |        | 19    |        |       |                         |        |
| 20    |        |       |                         |        | 20    |        |       |                         |        |
| 21    |        |       |                         |        | 21    |        |       |                         |        |
| 22    |        |       |                         |        | 22    |        |       |                         |        |
| 23    |        |       |                         |        | 23    |        |       |                         |        |
| 24    |        |       |                         |        | 24    |        |       |                         |        |
| 25    |        |       |                         |        | 25    |        |       |                         |        |
| 26    |        |       |                         |        | 26    |        |       |                         |        |
| 27    |        |       |                         |        | 27    |        |       |                         |        |
| 28    |        |       |                         |        | 28    |        |       |                         |        |
| 29    |        |       |                         |        | 29    |        |       |                         |        |
| 30    |        |       |                         |        | 30    |        |       |                         |        |
| 31    |        |       |                         |        | 31    |        |       |                         |        |

E.

TORONTO POST OFFICE.

REVENUE FROM 1st SEPTEMBER, 1861, TO 31st AUGUST, 1862.

| MONTHLY SHEETS. |            | United Kingdom. | Halifax and Newfoundland. | Way Letters. | City Letters. | Books, Pamphlets and Newspapers. | Provincial Reg. Letter fees paid in money only. | Letter carriers' fees. | Postage stamps sold. | Box Rents. | Surcharges. | Gross Revenue. |
|-----------------|------------|-----------------|---------------------------|--------------|---------------|----------------------------------|-------------------------------------------------|------------------------|----------------------|------------|-------------|----------------|
| Canada.         | U. States. |                 |                           |              |               |                                  |                                                 |                        |                      |            |             |                |
| \$              | \$         | \$              | \$                        | \$           | \$            | \$                               | \$                                              | \$                     | \$                   | \$         | \$          | \$ cts.        |
| 1078 37         | 268 03     | 342 01          | 1 91                      | 0 49         | 40 26         | 222 63                           | 21 52                                           | 145 82                 | 2798 0               |            | 1 07        | 4920 11        |
| 1235 87         | 282 27     | 383 22          | 1 75                      | 1 14         | 28 10         | 17 82                            | 25 56                                           | 180 00                 | 2323 0               |            |             | 4448 73        |
| 1160 73         | 255 59     | 350 79          | 2 69                      | 0 77         | 46 80         | 35 97                            | 21 42                                           | 144 75                 | 2414 0               |            |             | 4433 51        |
| 1097 64         | 233 05     | 362 45          | 2 14                      | 1 05         | 42 11         | 235 60                           | 27 48                                           | 135 08                 | 2423 0               | 1263 62    | 2 35        | 5825 57        |
| 1148 36         | 218 09     | 389 03          | 1 70                      | 0 77         | 78 93         | 30 09                            | 29 14                                           | 151 87                 | 2468 0               |            |             | 4515 98        |
| 1138 28         | 187 46     | 345 87          | 3 15                      | 1 14         | 90 06         | 36 40                            | 30 24                                           | 213 77                 | 2350 0               |            |             | 4405 32        |
| 1237 46         | 234 86     | 378 74          | 3 26                      | 0 49         | 57 13         | 244 53                           | 27 82                                           | 135 48                 | 2617 0               |            | 4 30        | 4861 06        |
| 1168 62         | 244 84     | 314 95          | 2 31                      | 1 40         | 59 47         | 36 17                            | 25 14                                           | 144 35                 | 2362 0               |            |             | 4359 25        |
| 1096 13         | 254 84     | 368 85          | 3 64                      | 0 42         | 48 24         | 33 01                            | 21 48                                           | 153 27                 | 2414 0               |            |             | 4393 88        |
| 998 14          | 232 17     | 348 72          | 1 57                      | 0 98         | 55 63         | 223 39                           | 18 50                                           | 138 41                 | 2299 0               |            | 1 91        | 4318 42        |
| 1014 72         | 231 80     | 339 68          | 0 65                      | 0 77         | 61 81         | 40 84                            | 19 74                                           | 183 66                 | 2698 0               |            |             | 4501 97        |
| 952 94          | 249 49     | 349 32          | 1 91                      | 0 49         | 48 49         | 45 77                            | 15 92                                           | 156 86                 | 2413 0               |            |             | 4234 19        |
| \$13,927 21     | \$3,892 48 | 4273 63         | 26 98                     | 9 01         | 666 03        | 1,202 22                         | 283 06                                          | 1,843 32               | 29,570 0             | 1263 62    | 9 63        | 55,377 99      |

EXPENDITURE FROM 1st SEPTEMBER, 1861, TO 31st AUGUST, 1862.

| Miscellaneous directed Postage. | Dead letter Postage. | Pay List.  | Telegraph Account. | Departm'l Postage Account. | Merchants' & Tradesmen's Account. | Postage Stamp Commission. | Printing and Advertising. | Stationery. | Miscellaneous Disbursements. | Fuel, Light and Water. | Trac. Exp.    | Insurance. | Net Revenue. |
|---------------------------------|----------------------|------------|--------------------|----------------------------|-----------------------------------|---------------------------|---------------------------|-------------|------------------------------|------------------------|---------------|------------|--------------|
| \$ 31 55                        | \$ 45 20             | \$ 1401 03 | \$ 4 32            | \$ 27 02                   | \$ .....                          | \$ 139 90                 | \$ 44 76                  | \$ 100 67   | \$ 3 95                      | \$ 153 95              | Trac. Exp.    | 2867 96    | \$ .....     |
| 23 90                           | 49 71                | 1385 03    | 6 36               | 20 70                      | 4 0                               | 116 15                    | 49 08                     | 12 0        | 10 95                        | .....                  | 25 0          | 2770 85    | .....        |
| 38 07                           | 42 20                | 1385 03    | 6 99               | 23 63                      | 13 40                             | 120 70                    | 39 00                     | .....       | 1 40                         | 239 20                 | .....         | 2403 89    | .....        |
| 27 64                           | 36 61                | 1385 03    | 8 70               | 43 43                      | 148 77                            | 121 15                    | 57 21                     | 88 25       | 2 65                         | 253 10                 | .....         | 3658 03    | .....        |
| 26 98                           | 29 31                | 1385 03    | 5 95               | 49 33                      | .....                             | 123 40                    | 36 06                     | .....       | 4 25                         | .....                  | .....         | 2866 67    | .....        |
| 29 57                           | 46 36                | 1385 03    | 5 90               | 24 13                      | 4 29                              | 117 50                    | 40 92                     | .....       | 2 95                         | .....                  | 62 50         | 2682 17    | .....        |
| 38 19                           | 33 37                | 1385 03    | 6 32               | 26 49                      | 54 22                             | 130 85                    | 43 34                     | 102 35      | 10 18                        | .....                  | 25 0          | 2903 02    | .....        |
| 30 41                           | 26 30                | 1819 07    | 3 92               | 43 00                      | .....                             | 118 10                    | 56 78                     | .....       | 6 05                         | .....                  | .....         | 2255 62    | .....        |
| 27 36                           | 37 91                | 1513 44    | 4 25               | 47 91                      | 25 80                             | 120 70                    | 35 12                     | .....       | 2 90                         | .....                  | New York      | 2377 89    | .....        |
| 20 13                           | 37 98                | 1529 92    | 3 70               | 33 64                      | 45 73                             | 114 95                    | 39 52                     | 88 02       | 3 05                         | 169 74                 | foreign post. | 2231 74    | .....        |
| 20 61                           | 33 98                | 1560 06    | 2 70               | 26 43                      | .....                             | 134 90                    | 40 38                     | .....       | 5 55                         | 7 75                   | .....         | 2725 56    | .....        |
| 29 37                           | 28 52                | 1559 89    | 4 94               | 33 66                      | .....                             | 120 65                    | 41 88                     | .....       | 6 82                         | .....                  | 10 46         | 2398 00    | .....        |
| \$327 56                        | 447 45               | 17643 59   | 94 05              | 399 37                     | 296 21                            | 1478 95                   | 525 35                    | 391 29      | 60 30                        | 1080 44                | 127 01        | 32536 40   |              |

## No. 98.

Return to an Address of the Legislative Assembly, dated 13th April, 1863, For copies of all Petitions, Letters, Memorials, and other documents which have been addressed to the Governor General of this Province, to the Executive Council, Provincial Secretary, and the Adjutant General's Department, between the dates 1st July, 1859, and 31st December, 1861, in so far as the same relates to Returns made by the Officer commanding the Fifth Battalion of York Sedentary Militia in Canada West, as also, in so far as such correspondence and documents relate to moneys received by the same officer for commissions, exemption fees, and fines exempted from Menonists and Tunkers during several years.

By Command.

J. O. BUREAU,

Secretary's Office,  
1st May, 1863.

Secretary.

## No. 99.

Return to an Address of the Legislative Assembly, dated the 30th April, 1863, For copy of Order in Council establishing Tariff of Fees for Registrars in Lower Canada.

By Command.

J. O. BUREAU,

Secretary's Office,  
4th May, 1863.

Secretary.

## No. 100.

Return to an Address of the Legislative Assembly, dated the 22nd April, 1863, For a Return of Indictments and Convictions in certain Districts, and payments made to Crown Advocates.

By Command.

J. O. BUREAU,

Secretary's Office,  
4th May, 1863.

Secretary.

## No. 101.

Return to an Address of the Legislative Assembly, dated 13th April, 1863, For copies of papers relative to charges brought against D. Tassé, Esquire, Revenue Inspector and Coroner, in and for the District of Iberville.

By Command.

J. O. BUREAU,

Secretary's Office,  
4th May, 1863.

Secretary.

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

# RETURN

To an Address of the Honorable the Legislative Assembly, dated 15th April, 1863, For information respecting Contracts for Towage between Lachine, Beauharnois and Kingston.

By Command.

J. O. BUREAU,  
Secretary.

Secretary's Office,  
5th May, 1863.

## TUG SERVICE, UPPER ST. LAWRENCE.

*January 24, 1863.—Deputy to Commissioner.*—On back of 62251.—Deputy writes to Commissioner, advising that authority be obtained to advertise for another contract for five years, for a tug line for the Upper St. Lawrence.—Gives reasons why contract should be kept up.

*January 26, 1863.—Secretary to Calvin & Breck.*—44106.—The Secretary of Public Works requests Calvin & Breck to furnish a statement of the number of towages performed by them last year, with the amount collected for same.

*January 31, 1863.—Calvin & Breck to Dept. Public Works.*—62900.—Calvin & Breck send statement connected with the towage on the Upper St. Lawrence for the year 1862.

*February 2, 1863.—Calvin & Breck to Commissioner.*—62920.—Calvin & Breck enclose memorial, with report of an Engineer, relative to the steamers which composed their tug line on the Upper St. Lawrence.

*February 2, 1863.—Report to Council.*—44189.—Commissioner requests authority of His Excellency in Council to enter into contract for tug service.

*February 3, 1863.—Calvin & Breck to Secretary.*—62934.—Calvin & Breck acknowledge 44106 from this office, and state that Mr. Calvin left Kingston for Quebec on 28th January, taking with him the statement asked for.

*October 24, and February 25, 1863.—R. Gaskin to Governor General, transferred from Prov. Secretary to Dept. Public Works.*—62960.—R. Gaskin recommends the renewal of contract with Calvin & Breck for performance of tug service.

*February 13-17, 1863.—J. Wilson to Commissioner.*—63139.—J. Wilson requests certain information respecting the renewal of subsidy on the Upper St. Lawrence, with remarks.

*February 18-19, 1863.—B. W. Bridges to Commissioner, through D. A. McDonald, M.P.P.*—63163.—B. W. Bridges sends Memorial of the inhabitants of Coteau Landing, praying that the tug service be continued by Calvin & Breck.

*February 19, 1863.—Secretary to J. Wilson.*—44405.—Secretary of Public Works acknowledges receipt of Mr. Wilson's letter, No. 63,139.

*February 23, 1863.—Secretary to D. A. McDonald, M.P.P.*—44431.—Secretary of Public Works acknowledges receipt of his letter, No. 63163, transmitting Memorial of the inhabitants of Coteau Landing.

*February 23-25, 1863.—Hon. L. Renaud to Commissioner, also Memorandum by the Commissioner.*—63240.—Mr. Renaud introduces Messrs. McNaughton and Glassford, and recommends them as reliable contractors for the tug service. Memorandum by Commissioner.

*March 21-24, 1863.—Order in Council.—63614.—*His Excellency in Council gives authority that a new contract for towing between Montreal and Kingston be made to cover a term not exceeding three years, commencing from 1st May, 1864, and that the contract be continued to Calvin & Breck, for the present year at reduced rate.

*March 28, 1863.—Secretary to Calvin & Breck.—44790.—*Secretary of Public Works writes to Calvin & Breck, offering to continue the contract for the service, at the reduced rate of \$16,000.00 instead of \$20,000.00, and 10 per cent. deducted from tariff for the present year.

*April 1-2, 1863.—Calvin & Breck to Secretary.—63706.—*Telegram from Calvin & Breck, acknowledging No. 44790 from this office, and accepting terms proposed for the performance of the service.

*April 1-4, 1863.—Calvin & Breck to Secretary.—63729.—*Calvin & Breck write to Secretary of Public Works acknowledging No. 44790 from this office, and accepting terms proposed for the performance of service.

*April 13, 1863.—Secretary to W. B. Simpson.—44992.—*Secretary of Public Works writes to W. B. Simpson, enclosing draft of contract by Calvin & Breck, with bond of their sureties for towage between Montreal and Kingston for present year, and requesting that he will obtain the signatures to them and return them to this office.

*April 17-20, 1863.—W. B. Simpson to Secretary.—64025.—*W. B. Simpson writes to Secretary of Public Works, enclosing contract of Calvin & Breck, with bonds of their sureties, signed.

*April 17, 1863.—Contract.—2562—*Contract between Calvin & Breck and the Government, for tug service, Upper St. Lawrence, for the year 1863.

(Back of No. 62,251.)

Quebec, 1862.

DEPUTY COMMISSIONER.

MR. COMMISSIONER,—The contract for the Tug service having expired last fall, I recommend that authority be obtained to advertise for another contract. This should cover a term of at least five years, but seven years would be better, in order that contractors may find it to their advantage to build, or purchase vessels expressly designed for the service. Those at present in use have been extemporized for the occasion and could not compete with regular tugs. Still, inefficient as they are, there is no inducement in a short contract to incur a large outlay for the right class of vessels, and this is the reason of the present dissatisfaction with the subsidized Tug line. I consider the Tug line indispensable to the proper navigation of our canals; isolated as they are by intervening lakes and currents, the tug becomes the substitute for the towing path, and if this link in the chain be not kept up, the trade is left at the mercy of the forwarders.

(Signed,)

S. KEEFER.

24th January, 1863.

(Copy of No. 44,106.)

QUEBEC, 26th January, 1863.

GENTLEMEN,—I am directed by the Honorable the Commissioner to request you to furnish this Department, at your earliest convenience, with a statement of the number of towages performed up and down the St. Lawrence last year, under your contract, and the amount collected by you for the same.

(Signed,)

T. TRUDEAU,  
Secretary.

Messrs. Calvin & Breck,  
Kingston, C. W.

(Copy of No. 62,900.)

STATEMENT of Towages under the contract of Calvin & Breck with the Department of Public Works, between Montreal and Kingston, shewing the number of Towages effected by each boat on the respective routes, and Monies collected for 1862:—

| Routes.                              | Name of Tug.          | Crafts. | Sums.      |
|--------------------------------------|-----------------------|---------|------------|
| Kingston to Dickinson's Landing..... | Gildersleeve.....     | 96      | \$ 2279 86 |
| do do .....                          | Chieftain.....        | 10      | 188 26     |
| do do .....                          | William.....          | 199     | 4677 34    |
| do do .....                          | America.....          | 143     | 3306 25    |
| do do .....                          | City of Hamilton..... | 90      | 2169 60    |
| do do .....                          | Highlander.....       | 41      | 908 32     |
| Cornwall to Beauharnois Canal.....   | Gildersleeve.....     | 25      | 287 09     |
| do do .....                          | Traveller.....        | 550     | 5429 24    |
| Beauharnois Canal to Lachine.....    | Gildersleeve.....     | 44      | 301 84     |
| do do .....                          | Chieftain.....        | 6       | 26 85      |
| do do .....                          | Sir C. Napier.....    | 701     | 3601 08    |
| Total.....                           |                       | 1914    | 23175 73   |
| Dickinson's Landing to Kingston..... | Hercules.....         | 11      | 251 97     |
| do do .....                          | Gildersleeve.....     | 101     | 3551 64    |
| do do .....                          | Chieftain.....        | 2       | 42 00      |
| do do .....                          | William.....          | 227     | 8261 88    |
| do do .....                          | America.....          | 172     | 5755 67    |
| do do .....                          | City of Hamilton..... | 112     | 4182 41    |
| do do .....                          | Highlander.....       | 73      | 2691 57    |
| do do .....                          | Traveller.....        | 3       | 133 34     |
| Beauharnois Canal to Cornwall.....   | Gildersleeve.....     | 70      | 1093 80    |
| do do .....                          | Traveller.....        | 751     | 11652 98   |
| do do .....                          | Chieftain.....        | 4       | 82 40      |
| Lachine to Beauharnois Canal.....    | Gildersleeve.....     | 59      | 282 65     |
| do do .....                          | Chieftain.....        | 5       | 26 00      |
| do do .....                          | Sir C. Napier.....    | 854     | 6628 18    |
| Total.....                           |                       | 2444    | 44637 49   |

## RECAPITULATION.

| Routes.                                                     | Crafts. | Sums.    |
|-------------------------------------------------------------|---------|----------|
| Total Towages between Kingston and Dickinson's Landing..... | 1280    | 38400 11 |
| do do Cornwall and Beauharnois Canal.....                   | 1409    | 18546 51 |
| do do B. Canal and Lachine.....                             | 1669    | 10366 60 |
| Total for 1862.....                                         | 4358    | 67813 22 |

STATEMENT of Expenses, Repairs and Insurance for six steamers on the Upper St. Lawrence Tug Line for 1862, as estimated by Calvin & Breck.

|                                                                                                                                                                                                          |            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| For crew, including their board, each steamer, \$3581.68.....                                                                                                                                            | \$21490 08 |
| “ Fuel used by six boats.....                                                                                                                                                                            | 32452 56   |
| “ Necessary repairs during winter, hull and boilers, and fit-out in the spring, \$1000 each.....                                                                                                         | 6000 00    |
| “ Incidental expenses during running season for lines, oil, packing, &c., \$300 each..                                                                                                                   | 4800 00    |
| “ Insurance on six steamers for one year, say.....                                                                                                                                                       | 6000 00    |
|                                                                                                                                                                                                          | \$70742 64 |
| The above does not include incidental expenses relative to the line, such as clerk hire, salaries of agents at Montreal, Prescott and Kingston, and wharfage at Kingston and Prescott, Telegraphing, &c. |            |
| Also, charter for 6 boats, \$3000.....                                                                                                                                                                   | \$18000 00 |

(Signed,)

CALVIN &amp; BRECK.

Kingston, 31st Dec., 1862.

(Copy of No. 62,920.)

QUEBEC, 2nd February, 1863.

The Honorable the Chief Commissioner,  
Board of Public Works, Canada.

SIR,—We beg to enclose to you herewith memorials from the principal ports on the St. Lawrence, between this and the head of the Lakes west of Kingston; also a report, by a thorough engineer of long experience, who made a careful examination of our stock of steamers which composed the Tug Line on the Upper St. Lawrence.

We remain, Sir, your ob't. servt's.,  
(Signed,) CALVIN & BRECK.

At the request of Messrs. Calvin & Breck, I have examined their steamers, and hereby certify the result of my inspection to be as follows, viz:—

Steamer *Gildersleeve*.—Left Kingston, 25th September, 1862, at 5 o'clock, P.M., on board the “Henry Gildersleeve” steamboat, with one schooner and three barges in tow, and arrived at Dickinson’s Landing on the 26th September at noon.

## DIMENSIONS OF ENGINE.

|                                                                   |            |
|-------------------------------------------------------------------|------------|
| Diameter of cylinder                                              | 39 inches. |
| Length of stroke                                                  | 7½ feet.   |
| Average steam per square inch                                     | 20 lbs.    |
| No. of revolutions per minute                                     | 17.        |
| Cutting off at half-stroke, equal throughout the length of stroke | 16 lbs.    |
| Power of engine, in horse-power                                   | 97.        |

Steamer *Traveller*.—Went on board the steamboat "Traveller," at Cornwall, on the 26th September, 1862, and left Cornwall on the 27th, at 10 o'clock A. M., and arrived at the head of Beauharnois Canal at 7 A. M., with one schooner and seven barges in tow. Engines in good order and working well.

## DIMENSIONS OF ENGINES—TWO IN NUMBER.

|                                                                       |           |           |
|-----------------------------------------------------------------------|-----------|-----------|
| Diameters of cylinders                                                | - - - - - | 34 inches |
| Length of stroke                                                      | - - - - - | 7 feet.   |
| Average steam per square inch                                         | - - - - - | 17 lbs.   |
| No. of revolutions per minute                                         | - - - - - | 18.       |
| Cutting off at one-half stroke, equal throughout the length of stroke | - - - - - | 14 lbs.   |
| Power of engines, in horse-power                                      | - - - - - | 134.      |

Steamer *America*.—Left Kingston, September 22nd, 1862, at six o'clock P. M., on board the "America" steamboat, with five heavy-loaded barges in tow, and arrived at Dickinson's Landing at eleven o'clock, A. M., on the 23rd. The engine in good order and working well.

## DIMENSIONS OF ENGINE.

|                                                                   |           |             |
|-------------------------------------------------------------------|-----------|-------------|
| Diameter of cylinder                                              | - - - - - | 40½ inches. |
| Length of stroke                                                  | - - - - - | 8 feet.     |
| Average steam per square inch                                     | - - - - - | 20 lbs.     |
| No. of revolutions per minute                                     | - - - - - | 16.         |
| Cutting off at half-stroke, equal throughout the length of stroke | - - - - - | 16 lbs.     |
| Power of engine, in horse-power                                   | - - - - - | 112.        |

Steamer *William*.—Went on board the "William" steamboat at Dickinson's Landing on the 23rd September, 1862; left at six o'clock, P. M. with one heavy loaded schooner and one barge in tow, and arrived at Kingston on the 25th, at six o'clock, A. M. The engine clean and in good order.

## DIMENSIONS OF ENGINE.

|                                                                   |           |            |
|-------------------------------------------------------------------|-----------|------------|
| Diameter of cylinder                                              | - - - - - | 55 inches. |
| Length of stroke                                                  | - - - - - | 8 feet.    |
| Average steam per square inch                                     | - - - - - | 16 lbs.    |
| No of revolutions per minute                                      | - - - - - | 16.        |
| Cutting off at half-stroke, equal throughout the length of stroke | - - - - - | 13 lbs.    |
| Power of engine, in horse-power                                   | - - - - - | 167.       |

Steamer *Sir Charles Napier*.—Went on board the steamer "Sir Charles Napier" on the 29th September, 1862, and left Beauharnois at 3 o'clock A. M., on the 30th, arriving at Lachine at half-past seven A. M., with four barges in tow.

## DIMENSIONS OF ENGINE.

|                                                             |           |            |
|-------------------------------------------------------------|-----------|------------|
| Diameter of cylinder                                        | - - - - - | 40 inches. |
| Length of stroke                                            | - - - - - | 8 feet.    |
| Average steam per square inch                               | - - - - - | 20 lbs.    |
| Number of revolutions per minute                            | - - - - - | 17.        |
| Cutting off at one-third the stroke, steam equal throughout | - - - - - | 13 lbs.    |
| Power of engine, in horse-power                             | - - - - - | 92.        |

Steamer *Highlander*.—Went on board the “Highlander” steamboat at Williamsburgh, on the 2nd October, 1862, at 9 o'clock A. M., arriving at Kingston on the 3rd at nine o'clock A. M., with 3 barges in tow. Engine in good order.

## DIMENSIONS OF ENGINE.

|                                                                                   |           |            |
|-----------------------------------------------------------------------------------|-----------|------------|
| Diameter of cylinder                                                              | - - - - - | 44 inches. |
| Length of stroke                                                                  | - - - - - | 11 feet.   |
| Average steam per square inch                                                     | - - - - - | 22 lbs.    |
| Number of revolutions per minute                                                  | - - - - - | 14.        |
| Cutting off at one-third of stroke, steam equal throughout the length of cylinder | - - - - - | 15 lbs.    |
| Power of engine, in horse-power                                                   | - - - - - | 153.       |

Steamer *City of Hamilton*.—Left Kingston, October 10th, at four o'clock P. M., on board the “City of Hamilton” steamboat, with one schooner in tow, and arrived at Prescott on the 11th October, at one o'clock A. M.; left Prescott at five o'clock, and arrived at Dickinson's Landing at half-past eight A. M. on the 11th. The engine in first-rate order, and working well.

## DIMENSIONS OF ENGINE.

|                                                                          |           |            |
|--------------------------------------------------------------------------|-----------|------------|
| Diameter of cylinder,                                                    | - - - - - | 43 inches. |
| Length of stroke,                                                        | - - - - - | 10 feet.   |
| Average steam per square inch,                                           | - - - - - | 32 lbs.    |
| No. of revolutions per minute,                                           | - - - - - | 14.        |
| Steam cut off at quarter-stroke, equal throughout the length of cylinder | - - - - - | 19 lbs.    |
| Power of engine, in horse-power,                                         | - - - - - | 163.       |

Steamer *Chieftain*.—Went on board the “Chieftain” steamboat at Cornwall, on 13th October, 1862. Steamer working light; engine in very good order, and working well.

## DIMENSIONS OF ENGINE.

|                                             |           |            |
|---------------------------------------------|-----------|------------|
| Diameter of cylinder,                       | - - - - - | 36 inches. |
| Length of stroke,                           | - - - - - | 8 feet.    |
| Average steam per square inch, not cut off, | - - - - - | 12 lbs.    |
| No. of revolutions per minute,              | - - - - - | 20.        |
| Power of engine, in horse-power,            | - - - - - | 82½.       |

Steamer *Wellington*.—Went on board the “Wellington” steamboat at Kingston, 20th October, 1862. Engine working well, but small leak in boiler furnace.

## DIMENSIONS OF ENGINE.

|                                                                 |           |            |
|-----------------------------------------------------------------|-----------|------------|
| Diameter of cylinder                                            | - - - - - | 47 inches. |
| Length of stroke                                                | - - - - - | 10 feet.   |
| Average steam per square inch                                   | - - - - - | 18 lbs.    |
| Cut off at half stroke, equal throughout the length of cylinder | - - - - - | 15 lbs.    |
| No. of revolutions per minute                                   | - - - - - | 15.        |
| Power of engine, in horse-power                                 | - - - - - | 165.       |

Steamer *Hercules*.—Went on board the “Hercules” steamer at Garden Island, 21st October, 1862. Engine working well.

## DIMENSIONS OF ENGINE.

|                                               |            |
|-----------------------------------------------|------------|
| Diameter of cylinder                          | 57 inches. |
| Length of stroke                              | 10 feet.   |
| Average steam pressure                        | 26 inches. |
| Cut off at one-third stroke, equal throughout | 18 lbs.    |
| No. revolutions per minute                    | 16.        |
| Power of engine, in horse-power               | 311.       |

(Signed,) THOMAS MASSON.

October 22nd, 1863.

As all of the above mentioned engines have been, for some years, more or less under our supervision in making repairs and alterations, we can testify that the above statement of their power and condition is correct.

DAVIDSON & DEVAY,  
Proprietors, Kingston Foundry.

MONTREAL, 29th January, 1863.

To the Hon. ULRIC J. TESSIER,  
Chief Commissioner of Public Works,  
Quebec.

SIR,—We the undersigned, Managers and Agents of Marine Insurance Companies doing business in Canada, beg respectfully to recommend that the contract for the tug services on the Upper St. Lawrence be continued in the hands of Messrs. Calvin & Breck, as from the very efficient manner in which the duty has been performed, with the experience of their masters and pilots, we are confident that it cannot be placed in other hands without serious detriment and loss to the trade of the province—no loss or detention of any moment having happened on the route for the last eight years, during which time they have had the contract.

(Signed,) WM. MURRAY, Manager Montreal Assurance Company.  
ROBERT WOOD, Agent, Etna M. Company of Hartford, and Home M Company.  
M. A. GAULT, Agent, British American Assurance Company.  
THEODORE HALL, New York Board of Underwriters.  
SIMPSON & BELEMNER, Agents Neptune Insurance Company.  
F. W. GRIFFITH, General Agent Provincial Insurance Company.  
A. DAVIDSON, Salvage Agent Canadian Board of Lake Underwriters.

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

The Memorial of Ship-owners, Forwarders, and others interested in the navigation of the River St. Lawrence, west of Lachine,

HUMBLY SHEWETH:

That your memorialists, having been informed that the present contractors of the Tug Line (Messrs. Calvin & Breck) are applicants for the renewal of their contract, we would most respectfully represent to Your Excellency, that we have been well-satisfied with the diligent and energetic manner with which the duties of the Tug Line have been conducted by the present contractors; and we most sincerely hope their contract may be extended

to them; and we would respectfully suggest that the time should be lengthened to a term of eight or ten years, thereby enabling them to renew several of their boats by building and repairing.

We would also beg leave to state, that in our estimation a very large capital must be invested in the description of boats suitable for the performance of such duties; and in the event of their contract not being renewed and extended, as aforesaid, they, the proprietors of these boats, must suffer a very heavy loss, should they be thrown out of the employ, for which alone they can be profitably used; as, generally, they are not suitable for either the freight or passenger trade.

We would beg leave further to state, that we have every confidence in the ability of the present contractors, their boats, masters, engineers, and pilots; and by employing them we are benefited by having our property (committed to their care) insured at a less premium than we would be obliged to pay were strangers to contract for the performance of the duties of the Tug Line.

Your memorialists would, therefore, most respectfully beg leave to ask Your Excellency to give Messrs. Calvin and Breck's application a favorable consideration. And, as in duty bound, will ever pray.

Canada East, December, 1862.

| <i>Names.</i>      | <i>Residence.</i> | <i>Occupation.</i> |
|--------------------|-------------------|--------------------|
| Alex. Gignac,      | Champlain,        | Captain and Pilot. |
| Leger Hamelin,     | do                | Pilot.             |
| François Marchand, | do                | do                 |
| Louis Marchand,    | do                | Navigator,         |

and forty-three other signatures.

Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

WM. F. CAMPBELL,  
Schooner "Sardinia."  
WM. ROSS & Co.,  
Shipowners and Merchants,

and ninety-eight other signatures.

Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

JOHN HAMILTON,  
A. CAMPBELL,  
O. S. GILDERSLEEVE,

and ninety-five other signatures.

Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

WM. D. EBERTS,  
A. R. ROBERTSON, Jr.,

and nine other signatures.

Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by,

C. C. FARRAN, Mill Owner.  
WM. MARTIN, Station Master.  
SIMON BAKER, J.P.,

and thirteen other signatures.

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Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

GEO. STEEL & Co.,  
RAMSEY & INGLIS,  
HUGH McLERMAN & Co.,

and five other signatures.

---

Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

A. G. MACDONELL,  
A. B. SHERMAN,  
JUS. HOLDEN,

and thirty-two other signatures.

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Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

THOS. WATERS, Vessel Owner,  
JOHN CLARK, Harbour Master,

and twelve other signatures.

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Another memorial of the 25th September, 1862,

*(Same as the preceding.)*

Signed by

BURNER, Vessel Owner, Port Hope, C.W.,  
ROBERT WALLACE, " " "  
CRAICK & GILLESPIE, Merchants, Port Hope, C.W.,

and seven other signatures.

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Another memorial of the 25th September, 1862, [Prescott,]

(Same as the preceding.)

Signed by W. H. BROUSE, M.D., Mayor of Prescott,  
 Captain JOHN SAVAGE,  
 " THOS. MILVILLE,

and sixty-nine other signatures.

Another memorial of the 25th September, 1862—Counties of Frontenac, Lennox and Addington,

(Same as the preceding.)

Signed by JOHN STEVENSON,  
 JOHN MCGINNESS,

and twenty-nine other signatures.

I hereby certify that all the above names are members of the United Counties Council of Frontenac, & Lennox & Addington,

(Signed,) JOHN FLANIGAN,  
 Warden,  
 U. C. of F. L. & A.

Another memorial of the 10th December, 1862,

(Same as the preceding.)

Signed by GEAR R. CHISHOLM,  
 J. BARCLAY, Merchant,  
 W. E. HAGAMAN, "

and thirty-two other signatures.

To His Excellency the Right Honorable CHARLES STANLEY, Viscount MONCK, Baron MONCK of Ballytrammion, in the County of Wexford, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

The Petition of the undersigned,

HUMBLY SHEWETH:

That your Petitioners are proprietors and owners of vessels navigating on Lake St. Francis and Lake St. Lewis, from Cornwall to Montreal.

That they have enjoyed the advantages of the Provincial Tug-Line from Montreal to Kingston since its establishment by the Government, and yet hope that it will be continued for the benefit of trade and commerce, and the great advantage to your Petitioners.

That the discontinuance of said Provincial Tug-Line would be almost the ruin of your Petitioners, as in respect of having their vessels towed up or down through the

lakes, as it is now done, they would be at the mercy of forwarders and other speculators, who would monopolize and charge exorbitant prices for towing, which would be a great detriment to your Petitioners, having barges or vessels subject to their mercy, without any Act of Parliament, or Order in Council, regulating the prices to be paid, as it is now under the Provincial Tug Line.

That your Petitioners take the liberty of informing Your Excellency in Council, that they have full confidence in the Tug Line now under Messrs. Calvin & Breck, of Garden Island, Kingston; having, during the last seven years, received from the said Tug Line Company all the attention and services required, without partiality or over-charges; and, in fact, we, your Petitioners dare say, that it was at all times well manned and properly managed.

Therefore, under the circumstances, and after such an experience of the utility and services of the Provincial Tug Line, as conducted and managed by Messrs. Calvin & Breck, and from our personal knowledge of their long and meritorious services to the public and to ourselves, we beg leave to recommend to Your Excellency in Council the continuance of the Provincial Tug Line from Montreal to Kingston, and we pray that the contract may be continued for a period of years to the said Messrs. Calvin & Breck.

And we shall ever pray.

(Signed,)

B. W. BRIDGES, (Mayor of Coteau Landing), Proprietor.  
C. McPHERSON, Proprietor "Alma."  
GEORGE WILLIAMS, Barge "Nelly Blythe."  
And forty-one other signatures.

CHICAGO, 23rd October, 1862.

Messrs. D. D. Calvin and Co.,  
Quebec.

GENTLEMEN,—I enclose memorial for the continuance of the Tug line, signed by the parties shipping from this port to Montreal. Our shipments *via* the St. Lawrence this season will probably exceed four million bushels; and you have the names of many shippers,—with one exception, who declined signing,—not that we knew of any complaints, but knew nothing about it, as he was only acting for other parties, in purchasing and shipping.

Thoroughly acquainted as I am with the "Tug line" throughout its existence as a Government institution, I am glad to congratulate you upon the satisfactory manner in which the service has been performed for the past term, and I have no doubt of its being continued to you; for those interested in the efficient performance of the service must be aware of the impossibility of any new organization performing the service well. Calvin & Breck had nine boats and more experienced men at their command when they entered upon the first contract than any other firm are likely to have; and I take the liberty of saying, that they improved vastly upon their first and second effort.

Always yours,

(Signed,) HUGH M. CHERMAN.

[Copy of No. 44,189.]

QUEBEC, 2nd February, 1863.

44,189—Ref. to 62,251—Sub. 900.

MEMORANDUM.

The undersigned has the honor to state, for the information of Your Excellency in Council, that the contract of Messrs. Calvin & Breck for towing between Montreal and Kingston expired last fall, and to recommend that authority be given to this Department to advertise and enter into another contract for this service.

He thinks it proper to suggest that the new contract should be made to cover a term of not exceeding three years, commencing 1st May, 1864. There could be no inducement in a shorter contract to incur a large outlay for an efficient class of vessels, while under the proposed new arrangement an efficient line could be established, and maintained in a proper manner, and so as to meet the requirements of the trade. For the present year, he would recommend that the contract with Messrs. Calvin & Breck be continued, but at a reduced rate of \$16,000 instead of \$20,000, and ten per cent. deducted from the tariff:

Respectfully submitted,

(Signed,) U. J. TESSIER,  
Commissioner.

Executive Council.

[Copy of No. 62,934.]

KINGSTON, 30th January, 1863.

T. Trudeau, Esquire,  
Sec. Dept. Public Works, Quebec, C. E.

DEAR SIR,—We are in receipt of your favor of 26th instant, and in reply would beg to say, our Mr. Calvin left here on 28th instant for Quebec, and took with him the Statement required, to hand to your Department, and presume you will have received it ere this reaches you.

We remain, dear Sir,

Your obedient servants,  
(Signed,) CALVIN & BRECK.

[Copy of No. 62,960.]

KINGSTON, C. W., 24th October, 1862.

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

From the short conversation which I had with Your Excellency at Kingston,—finding you so much interested in the commercial welfare of the country—I feel confident you will excuse my assurance in addressing you personally relative to the continuance of the Upper St. Lawrence Tug Line, which is, in my opinion, of much importance to shippers and vessel-owners. As it is quite impossible for lake-craft to navigate the river without assistance of steam-power, and unless the Government Tug Line is continued on, the steam-power on the river would be monopolized by the river forwarders, whose interest it is to prevent lake-craft from navigating the river in order to keep up the rate of river freights. For several years past the Government Tug Line on the Upper St. Lawrence has been ably and successfully conducted by the present contractor, Messrs. Calvin & Breck, and I feel confident I am not only expressing my own conviction, but that of the public generally, when I say that it will meet with approbation to have the contract continued on with the present incumbents.

I remain, with much respect,

Your most obedient servant,  
(Signed,) R. GASKIN.

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*(Copy of No. 63,139.)*

QUEBEC, 13th February, 1863.

The Honorable U. J. TESSIER,  
Chief Commissioner Public Works.

SIR,—The steamboat owners of Quebec and Point Levy have formed themselves into a company in order to conduct their business in a more economical manner than has heretofore been possible, and they would be much obliged to you if you would inform them if it is the intention of the Government to renew the subsidy to the tow-boats running between Kingston and Lachine. The Company will own thirty boats, some of which were engaged in towing barges between Quebec and Kingston last season, on private account; and they do not consider it fair or proper that the Government should give the public money for any such purpose as subsidizing steamers,—but if the subsidy is to be renewed, they trust it may be, after due notice, given to all parties to tender for the same.

I have the honor to be your obedient servant,  
(Signed,) G. WILSON.

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*(Copy of No. 63,163.)*

QUEBEC, 18th February, 1863.

SIR,—The enclosed was sent to me by Mr. Bridges, and beg to enclose the same to you.

I have the honor to be your obedient servant,  
(Signed,) D. A. MACDONALD.

The Honorable Mr. SICOTTE.

COTEAU LANDING, 16th February, 1863.

Hon. M. TESSIER,

SIR,—I have the honor to enclose a petition of the inhabitants of Coteau Landing, praying that the Tug Line be continued by Messrs. Calvin & Breck for a term of years, which petition you will please file with others already furnished to your Department by people interested in continuance of Tug Line between Montreal and Kingston.

I have the honor to be, Sir, your ob't. serv't.,  
(Signed,) B. W. BRIDGES,  
Mayor of Coteau Landing, C.E.

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Another memorial of the 25th September, 1862,*(Same as the preceding.)*

Signed by

JOHN MADDEN,  
J. A. WILSON,

and twenty other signatures.

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*(Copy of No. 44,405.)*

44,405—Ref. to 63,139.—Sub. 900.

QUEBEC, February 19, 1863.

SIR,—I have the honor to acknowledge the receipt, on the 17th, of your letter of the 13th instant, requesting, if the subsidy to Tow Boats running between Lachine and

Kingston is to be continued this year, that tenders may be called for the same; and I beg to inform you that the Honorable the Commissioner will give it his early attention.

Mr. J. Wilson,  
Steamboat owner, Quebec.

(Signed,)

T. TRUDEAU,  
Secretary.

[Copy of No. 44,431.]

QUEBEC, 23rd Feb., 1863.

44,431—Ref. to 63,163.—Sub. 900.

SIR,—I have the honor to acknowledge the receipt, on the 19th, of your letter of the 18th instant, enclosing a Petition from the inhabitants of Coteau Landing, praying that the contract for the Tug service, West of Lachine, be continued to Messrs. Calvin & Breck; and I beg to inform you that the Hon. the Commissioner will give it his early attention.

D. A. Macdonald, Esq., M.P.P.,  
Quebec.

(Signed,)

T. TRUDEAU,  
Secretary.

[Copy of No. 63,240.]

MONTREAL, 23rd Feb., 1863.

Hon. U. J. Tessier,  
Commissioner of Public Works,  
Quebec.

SIR,—The bearers of these presents, Messrs. M'Naughton & Glassford, are the gentlemen about whom I spoke to you last week, as being proprietors of steamboats well suited to the towing service between Lachine and Kingston. These gentlemen are perfectly able to fulfil, to the satisfaction of the Government and the public, any contract they may enter into.

Your very obedient servant,

(Signed,)

Ls. RENAUD.

[MEM.]—I have had an interview with these gentlemen, and they have offered to execute the service without any other remuneration than the rate of tolls provided in the contract with Calvin & Breck; but when I mentioned to them the other conditions of the contract with Calvin & Breck, amongst others that of carrying no freight when engaged in such towing service, they seemed not to be disposed to submit to these conditions. Besides, an arrangement had already been concluded between Calvin & Breck, on the visit of one of them to Quebec, in presence of Attorney General MacDonald,\* that the contract would be continued to them for a year longer, on condition that they would deduct \$4,000 from their premium, and 10 per cent. on the toll rate. Messrs. M'Naughton & Glassford were then informed of this fact.

(Signed,)

U. J. T.

\* Old contract, 8th July, 1858.

[Copy of No. 63,614.]

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 21st March, 1863.*

On a memorandum, dated 2nd February, 1863, from the Honorable the Commissioner of Public Works, stating that the contract of Messrs. Calvin & Breck, for towing between Montreal and Kingston, expired last fall, and recommending that authority be given to advertize and enter into another contract for the same object.

The Commissioner suggests that the new contract be made to cover a term of not exceeding three years, commencing from 1st May, 1864, and that the contract be continued to them the present year, at the reduced rate of \$16,000, instead of \$20,000, and 10 per cent deducted from the tariff.

That there could be no inducement in a shorter contract to incur a large outlay for an efficient class of vessels, whilst under the proposed new arrangement an efficient line can be established and maintained in a proper manner, and so as to meet the requirements of the trade.

The Committee advise that the required authority be granted.

To the Honorable  
The Commissioner of Public Works,  
&c., &c., &c.

Certified.

(Signed,)

WM. H. LEE, C.E.C.

[Copy of No. 44,790.]

QUEBEC, 28th March, 1863.

44,790—Ref. to 63,614—Sub. 900.

GENTLEMEN,—I am directed by the Honorable the Commissioner to inform you that he is authorized to continue to your firm, for the present year, the contract for towing between Montreal and Kingston, at the reduced rate of \$16,000 instead of \$20,000, and ten per cent. deducted from the tariff.

You will be pleased to notify this Department in writing, within three days after the receipt hereof, whether you accept or decline this proposition.

(Signed,)

T. TRUDEAU,  
Secretary.

Messrs. Calvin & Breck,  
Forwarders,  
Kingston, C. W.

[Copy of No. 63,706.]

QUEBEC, April 1st, 1863.

BY TELEGRAPH FROM KINGSTON.

To T. Trudeau.

Your letter of 28th ultimo received to-day. We accept the terms proposed by the Honorable the Commissioner for the Tug contract; we write you accordingly to-day.

(Signed,)

CALVIN & BRECK.

(Copy of No. 63,729.)

KINGSTON, C. W., 1st April, 1863.

T. TRUDEAU, Esq.,  
Sec'y. Dept. Public Works,  
Quebec, Canada East.

DEAR SIR,—Your favor 28th ult. is just received, and in reply would beg to say we accept the terms proposed by the Honorable the Commissioner to us for the continuance of the contract, for the present year, for towing between Montreal and Kingston, at the reduced rate of \$16,000 instead of \$20,000, and 10 per cent. deducted from the tariff.

We remain, dear sir,  
Your obedient servants,  
(Signed,) CALVIN & BRECK.

[ Copy of No. 44,992. ]

QUEBEC, 13th April, 1863.

44,992—Ref. to 63,729—Sub. 900.

SIR,—I am directed by the Honorable the Commissioner to enclose herewith the draft of a contract, in duplicate, between Messrs. Calvin & Breck and Her Majesty, for the towing of vessels between Montreal and Kingston, for the present year; also, of a bond for the due execution of said contract; and to request you will be pleased to obtain the signatures to these documents, before two subscribing witnesses, of the contractors and their sureties, and then return them to this Department for completion.

(Signed,)

T. TRUDEAU,  
Secretary.

W. B. Simpson, Esq., Collector,  
Kingston, C. W.

[ Copy of No. 64,025. ]

CUSTOM HOUSE,  
Kingston, 17th April, 1863.

SIR,—I have the honor, in compliance with your letter of 18th instant, to enclose Messrs. Calvin & Breck's contract, signed in duplicate; also the bond of two sufficient sureties for the due performance of the same.

I have the honor to be, Sir,

Your most obedient servant,  
(Signed,)

W. B. SIMPSON,  
Collector.

T. Trudeau, Esq.,  
Secretary Board of Public Works,  
Quebec.

## CONTRACT.

(Copy of No. 2562).

This agreement made in duplicate this seventeenth day of April, in the year of Our Lord one thousand eight hundred and sixty-three; Between Delino Dexter Calvin and Ira A. Breck, forwarders, residing at Kingston, Canada West, trading under the name and firm of Calvin & Breck, contractors, of the one part;

And Her Majesty Queen Victoria, represented herein by the Honorable Ulric Joseph Tessier, of the City of Quebec, in his capacity of Commissioner of Public Works of this Province of Canada, of the other part;

Witness that the said parties have agreed and covenanted between themselves as follows:

The contract entered into in duplicate on the eighth day of July, one thousand eight hundred and fifty-eight, between the said parties, for the supply of tug-boats, crews, and other persons, materials and things whatsoever necessary for the purpose of performing, to the satisfaction of the said Commissioner, the service of towing vessels and other craft between Montreal and Kingston and the intermediate ports, is hereby continued for the present year (to wit: the year to be reckoned from the first day of May now next ensuing (1863), up to the first day of May of next year (1864), under all and every the conditions, stipulations, and reservations mentioned in the said contract (of 8th July 1858), save and except that the amount of the *bonus* to be paid by Her said Majesty's Provincial Government to the said Calvin & Breck for the said service during the present year, shall be only of the sum of *sixteen thousand dollars* (£4,000), payable in three equal instalments of five thousand three hundred and thirty-three dollars and thirty-three cents and one-third of a cent (£1,333 6s. 8d.) on the first day of each of the months of August, October and December of the present year (1863).

These presents are further made under the following express condition, without which this contract would not have been continued, to wit: That the said contractors shall deduct ten per cent. from the whole amount of each account for towage of vessel or other craft, said account being made out in accordance with the tariff or schedule of rates or other charges, whether embodied in or attached to the afore-mentioned contract.

All or any of the clauses and conditions of the said contract (of the 8th July 1858), or so much thereof as shall be inconsistent with or contrary to these presents, are hereby repealed, rescinded and annulled, and these presents are substituted in lieu thereof, and shall be read and construed as embodied in and forming part of the said contract, it being well understood that all other stipulations in the said contract (of the 8th July 1858) are to hold good for the said present year.

In witness whereof the said parties have signed and sealed, and the Secretary of the said Public Works hath countersigned these presents in duplicate, on the day and year first above written.

Signed by the Contractors in the presence of:

(Signed,)

S. D. FOWLER,

(Signed,)

D. D. CALVIN, (L.S.)

"

C. G. OLIVER,

"

I. A. BRECK, (L.S.)

Signed by the said Commissioner and Secretary of Public Works, in the presence of:

(Signed,)

H. A. FISSIAULT,

(Signed,)

U. J. TESSIER,

"

J. F. N. BONNEVILLE,

"

T. TRUDEAU,

Secretary.

(L.S.)

NOTE.—The conditions of Messrs. Calvin & Breck's contract of 8th July 1858, referred to in the foregoing contract, are the same as those mentioned in their former contract of the 17th December, 1855, a copy of which last contract is entered at page 66, in the Commissioner of Public Works' Report for the year ending 31st December, 1855.

## BOND.

KNOW all men by these presents, that We, John Fraser, of the city of Kingston, merchant, and Angus Cameron of the same place, Esquire, are held and firmly bound unto our Sovereign Lady Victoria, Her Heirs and Successors, in the penal sum of ten thousand dollars, of lawful money of Canada, for which payment, well and truly to be made, we and each of us, jointly and severally bind ourselves, our and each of our heirs, executors, and administrators, firmly by these presents. Sealed with our seals and dated the seventeenth day of April, in the year of Our Lord one thousand eight hundred and sixty-three.

WHEREAS, by certain articles of agreement made and entered into on the seventeenth day of April, in the year of Our Lord one thousand eight hundred and sixty-three, between Messrs. Calvin & Breck, contractors, of the first part, and Her Majesty Queen Victoria, represented therein by the Honorable Ulric Joseph Tessier, the Commissioner of Public Works of the Province of Canada, of the second part, the said Calvin & Breck did contract and agree to do and perform certain work, in the said articles of agreement mentioned, relating to towing vessels and other crafts between Montreal and Kingston and the intermediate ports, in manner and according to the covenants and stipulations therein described.

NOW THE CONDITION of this obligation is such that if the said Calvin & Breck, their executors or administrators, do and shall, well, truly and faithfully perform, observe, fulfil and keep all and singular the said several covenants, stipulations and agreements, to be by them performed, observed, fulfilled and kept, as in the said articles of agreement mentioned, then this obligation shall be null and void, otherwise to be and remain in full force and virtue.

IN WITNESS WHEREOF, the parties to these presents have hereunto set their hands and seals, the day and year first above written.

(Signed,)

"

JOHN FRASER, (L. S.)

A. CAMERON. (L. S.)

Signed, sealed, and delivered in presence of

(Signed,)

"

C. G. OLIVER,

S. D. FOWLER.



SAINT LAWRENCE CANAL.

Main table with columns for years 1856-1862 and rows for various articles like Ashes, Pot and Pearl, Apples, Onions, etc. Includes sub-totals for Tons, Up, Down, Tolls, and Net Tolls.

Net Tolls on Property, Vessels, and Passengers. (Produit net des passages sur marchandises, vaisseaux et passagers) 77523.23

FINANCE DEPARTMENT. Customs, Quebec, 18th April, 1863.

This Department is not in possession of the let-passes, which are the original data upon which the Returns are made. One of the monthly Returns is also missing. The yearly aggregate Return furnished by the Collector, is in accordance with the Trade Returns of the year.

FINANCE DEPARTMENT. Quebec, May 6th, 1863. W. P. HOWLAND, Minister of Finance.

A RETURN IN DETAIL of the Upward and Downward Traffic on the Welland and St. Lawrence Canals during the last seven years, distinguishing the Upward Tonnage from the Downward, specifying the number of Vessels, and distinguishing the Tonnage and Tolls on the Welland and on the St. Lawrence Canals.

(ÉTAT détaillé du trafic, montée et descente, sur les canaux Welland et du St. Laurent pendant les sept dernières années, indiquant séparément le tonnage, montée et descente, spécifiant le nombre de navires et donnant séparément le tonnage et le montant des péages sur le canal Welland et sur ceux du St. Laurent.)

WELLAND CANAL.

Main data table with columns for years (1856-1862), articles, and tonnage/toll metrics. Includes sub-sections for 'ARTICLES', 'VESSELS OF ALL KINDS', 'PASSENGERS', and 'VESSELS'.

# RETURN

To An Address of the Honorable the Legislative Council, dated 23rd February, 1863, for information respecting proceedings of Montreal Harbor Commissioners, in relation to deepening of said Harbor.

By Command.

J. O. BUREAU,

SECRETARY'S OFFICE,  
Quebec, 24th April, 1863.

Secretary.

ALEXANDER CLEEK, ESQ.,  
Secretary Harbour Commissioners of Montreal.

SIR,—I have the honor to submit the following as my Annual Report, on the works executed in the Harbour of Montreal, under my direction, for the year 1862.

As on former occasions I will divide my remarks under the following heads, viz: Constructions, Repairs, Dredging, and Suggestions for Future Improvements.

## CONSTRUCTIONS—EXTENSION OF VICTORIA PIER.

This work was commenced in 1861, and the crib work, up to a certain point, was sunk that year; this spring, as soon as practicable, it was prosecuted with all possible vigour, and completed this fall, with the exception of macadamizing, and surface drains, necessary in consequence of a change in the plan made by order of the Commissioners, viz: to substitute macadamizing for tamarac plank.

This change, in a locality like the one in question, I do not consider an improvement; neither do I find it so convenient or so cheap as the planking, where it may be washed all winter by a strong current, and during summer requires so much cleaning and repairing, while planks would probably last for ten or twelve years without repair, would be clean wet or dry, or cost little to keep them so.

The pier extending downwards was proposed to be 835 feet long, but in consequence of the current becoming rather strong on the lower corner or end, I recommended that 100 feet be taken off the length proposed by the original plan, which recommendation was adopted, and the pier now measures 735 feet downwards from the Victoria Pier.

In consequence of the ice having grounded on the outside shoals beside the new pier, and on the tops of the sunk crib work, a large body of water was directed inwards into the "Military Basin," which fell over the corner of the old and new work with such velocity and weight, that it removed a portion of the sand forming the bottom of the "Military Basin," and deposited the same from 200 to 300 feet downwards, by which means the foundation was washed from one of the cribs forming the new pier. This sunken crib has been removed, so as not to interfere with the free navigation of the Basin, while the gap has been filled by the Contractor in sinking a new crib in its place.

I took the precaution to deposit some large stone and gravel dredgings in the hole excavated by the water at this point, but as the old pier is considerably below the new one, a large amount of water will wash over the wharf this winter, and may, to a certain extent, continue (in shore) the excavation made last winter, as the basin at this place is very shallow, and the crib work of the old pier not over six feet deep.

This pier will give accommodation to a large fleet of ocean ships, and relieve the pressure for berth room in the upper part of the harbour to a considerable extent.

The total amount of finished new wharfage by this improvement is 2003 feet, while the total cost up to this date amounts to \$81,341.64.

#### LONGUEUIL FERRY WHARF.

This wharf was constructed for the use of the Longueuil Ferry boat, and for other trade, made or to be made in this section of the harbour. It is to be regretted however, that this wharf has been constructed in only 10 feet of water, when it is probable this portion of the harbour may soon become a very important locality, besides it being the adopted policy of the Commissioners that no wharves should be constructed in less than 20 feet water during summer levels.

This wharf is completed with the exception of a portion of the filling, and the road leading thereto; that portion of the work will be completed early next summer, while on the opening of the navigation the wharf will be available for the intended trade. The total cost of this wharf up to this date is \$11,491.85.

I may add, that a question having arisen regarding the right of way to the river, such right was purchased by the Commissioners, by their substituting a stone wall on the land side of the road, instead of the wooden wall proposed by the plan, the proprietor accepting the stone wall in lieu of the roadway, and binding himself to keep the said wall in repair.

#### COMMISSIONERS' WHARF.

This wharf is the continuation of the breast wharves downwards, from the "Military wharf," as a deposit for the dredgings of the harbour, and for the formation of a ballast ground for the shipping. The crib work is in 20 feet water, has been sunk and filled for a length of 300 feet, and raised 56 inches above low water. This portion will only require to be raised and planked over to make it available for the shipping for next year.

The foundations for these cribs were excavated by one of Mr. Brown's dredging machines, and before the wharf can be made thoroughly available for large sea-going vessels, the bank on the outside will also have to be excavated.

The excavation of this bank, although not included in the contract for dredging the "Military Basin" (proper), still the removal of it is provided for in the same contract, should the Commissioners desire to have it done, and will be dredged for the same price as the other portions of the "Military Basin."

The filling behind this wharf has extended several hundred feet below the level of the front cribbage, and as this is the deposit ground for all the dredgings of the harbour and other fillings, it will be necessary to continue the crib work downwards, to protect said filling from being washed back into the river.

The total cost of this wharf, including dredging, for foundations, cribbing, and filling, amounts to \$16,004.02.

#### GRAND TRUNK PIER.

This pier has been for several years in such a dilapidated state, the outer end particularly so, that it was of little use as Harbour accommodation.

The pressure of shipping this year having necessitated the application of every available foot of wharfage, it was considered desirable to devote the whole of "King's Basin" to ocean vessels, so that the Richelieu Company's vessels running between Quebec and Montreal, would require to be provided for elsewhere; it was therefore ordered that the Grand Trunk Pier should be repaired for this purpose, and the Commissioners decided that 30 feet should be added to the length of the pier, by sinking crib work in 20 feet water, while the lower side (on which there was a recess) should be straightened out so as to make the front of the pier square; this has been done, but I regret the pier was not at the time extended further into the river, so that the vessels using it would not interfere with the one lying at "Jacques Cartier Pier," and so I expressed my opinion at the time.

On the inner end of the "Jacques Cartier Basin" a boat basin has been constructed. This accommodation has been much wanted for several years, as the small ferry boats have

had no safe place to lie in the harbour; this difficulty is now, however, satisfactorily removed.

The total cost of the repair of "Grand Trunk Pier," and the construction of the boat basin, amounts to \$12,884.71.

#### FREIGHT SHED.

A freight shed for the Montreal Ocean Steamship Company has this year been erected, and covered with corrugated and galvanized iron, which makes a light and durable roof, also water-tight; this shed is 250 feet long by 45 feet wide. At the close of the navigation this year, a permanent platform foundation was made 2 feet 3 inches above the level of the wharf, so as to provide against high water in Spring; this platform has been made solid, and filled between the beams with clay filling.

The total cost of the shed, including the platform, amounts to \$4,984.32.

#### REPAIRS.

The general repairs of the harbour have been very similar to other years, the principal repair having been the re-planking of "Albert Pier" and "King's Basin." On the former along the centre, tamarac from 5 to 6 inches thick has been laid, so as to withstand the great traffic to the Island wharf, and along the sides, and all along the "King's Basin," 4-inch tamarac plank (laid on new tamarac sleepers) has been used. This portion of the harbour will not require any important repairs for several years, unless some improvements be made to the wharves in front, when the planking can be carefully lifted and used again.

The water after the opening of the navigation rose above the level of the wharves, and although not necessary to make as many stages for the use of the shipping as was made the previous year, I suggested (although not adopted) the propriety of raising the new structures 1 foot 6 inches to 2 feet above the present level of the wharves, as such alteration would be of advantage to the class of shipping now coming to Montreal, which is so much larger than that frequenting this port previous to the new and existing improvements having been made.

#### LIGHTING THE WHARVES.

The harbour has been lighted, this as on former years, with coal oil, and the result shews a still greater reduction in the cost than was effected last year. This system of lighting has given every satisfaction. There were 22 lamps used during the whole season, 3 additional ones were erected in the fall on Victoria Pier, and several additional erected but not lighted. The total cost of this system of lighting for 1862, including erection and taking down of lamps, lighting and cleaning same, also the supply of wicks, oil, &c., but not including cost of lamp-posts and lamps, amounted to \$253.11.

Total amount of Harbour Repairs account, per Secretary's books, \$15,728.14

|                                                |            |
|------------------------------------------------|------------|
| Shed for Edmondstone, Allan & Co. - - -        | \$4,984.32 |
| Re-planking Albert Pier and King's Basin - - - | 3,787.89   |
| Staging during high water - - - - -            | 157.88     |
| Lighting Harbour, including Lamp-posts - - -   | 325.11     |
| Repairing Ramps - - - - -                      | 492.50     |

\$9,747.70

Stone on hand from last year - - - - -

857.60

\$10,605.30

Total cost of Harbour repairs (proper) - - - - - \$5,122.84

#### DREDGING.

In consequence of the freshet at Sorel last spring, the dredging fleet was later in getting to the harbour than in former years; but as the damage to the harbour dredges was not of such a nature as some of the other vessels, they were about one month later than usual in commencing their season's work:

## SPOON DREDGE.

The spoon dredge arrived in Montreal on the 26th May, and after getting fitted up, she was started to work on the 31st May, in "Bonsecour's Basin," near upper side of Victoria Pier, where very shallow water existed; here she wrought until the 6th June, when the casting at the bottom of the crane broke; she had to be sent to dock to have it repaired, which occupied her until the 14th June; she was then brought down to clear some crib-bottoms at Victoria Pier, after which she was sent to deepen "Elgin Basin," and to clear off the deposit at the mouth of the creek which discharged itself into that basin. In this basin she wrought until found to be in the way of the shipping, when she was placed in Prince's Basin" to remove some shallow portions still existing in that part of the harbour.

On the 15th September this dredge was handed over to the city Corporation, for the purpose of removing some obstructions at the mouth of the aqueduct of the Montreal Water Works; on this work she was engaged until the 20th October, when, on her arrival in the port, she was placed in "King's Basin," to make it as available as possible for ocean vessels for the ensuing spring, when it was proposed that the Quebec steamboats would be provided with accommodation at "Grand Trunk Pier."

After the shipping had somewhat cleared away she was placed in "Prince's Basin" to remove some shallow spots which could not be got at while the harbour was full of shipping. In this basin she was occupied until the 3rd December, when she was dismantled and prepared for winter quarters.

During the season, she removed 11,210 cubic yards, as detailed in the annual "statement of dredging."

## DREDGE NO. ONE.

Dredge No. One arrived in port on the 30th May, and after being provided with anchors, which had been lost in the freshet, was placed to complete the widening of the channel (to 300 feet wide and 18 feet deep) near the mouth of the Lachine Canal. On this she was occupied from 3rd June until 13th August, when she was placed to remove some shallow ground at the lower end of "Prince's Basin" and "Grand Trunk Pier"; here she wrought until the 30th September, when the Commissioners ordered the repair of "Grand Trunk Pier," for the use of the boats of the Richelieu Steamboat Company. She was then placed at the lower end of the Victoria Pier to dredge some shallow water at that point, also along the outer side of said pier; she was engaged at this until the 3rd December, when, in consequence of frosty weather, I ordered that she be prepared for winter quarters.

During the season she removed 15,465 cubic yards of dredged material.

## DREDGE NO. FOUR.

Dredge No. Four was towed into the harbour on the 28th May, and was all the season engaged widening the channel from 200 to 300 feet, and deepening same above Victoria Pier to 18 feet, below Victoria Pier to 20 feet. On the second of June, this dredge commenced work opposite to Jacques Cartier Pier, and continued working by sections until the 24th October, when she got foul of an old sunken anchor stock, which got entangled in the bucket chain, and across the well, so that in endeavouring to raise the frame, the stay rod gave way, and the frame was broken. This repair occupied until the 25th November, when she continued her work up to the 2nd December, when she stopped to prepare for winter quarters.

This dredge lifted during the season 12,210 cubic yards of dredged material, but in addition to this, both dredges, Nos. One and Four, lifted a large quantity of stones, with which a very large proportion of their time was occupied.

In this portion of the work the "Stone-Lifter" is of great importance, as in many cases the stones are too large to be raised through the well of the dredges, so the Stone-lifter is brought along side, placed over the stone or stones, and worked by the crew of the dredge, which cannot get ahead until the stones are removed.

There is another cause of delay to the dredges, viz: the want of a sufficient number of scows for each dredge. Last year a new scow was ordered to be built for Dredge No. 4, which made three scows for that vessel; but in consequence of the freshet last spring, the

use of one of the scows of this dredge was lost until far on in the season, thereby reducing her work to the same as formerly. The material from the dredges was deposited by hand on the bank of the river, downwards from the military wharf, and from the nature of the material dredged, it was almost impossible to place sufficient hands on board these scows to discharge them as rapidly as they were sometimes filled, hence another cause of delay and loss of time.

The discharging of these scows was given out by public tender called for by advertisement, but three contractors had tried the work and given it up, and from the necessity of having always to push these contractors, much time was lost; by having a few additional scows more time could be allowed, and the dredges would be less liable to detention from this cause.

There being only one tender in Montreal for all the dredges, and when these are in comparatively easy dredging it is more than she can properly overcome. Last season, however, I was authorized to charter the steamer "Minerva" to assist the steamer "Montreal" occasionally.

After the filling of the Longueuil Ferry wharf had been given to Mr. Brown, I was unable to get the use of the "Minerva," as she had more to do than she could manage, in taking the dredged material from the military basin to the said wharf.

The channel all through the harbour is now fully 300 feet wide, and 18 feet deep, with the exception of the spot opposite the Victoria Pier, and marked green on the accompanying plan (not printed), at which place Dredge No. 4 was engaged up to the close of the navigation of last fall.

After the removal of the stratum of hard pan from the channel of the harbour, I have found the current wash the sand substratum in some places to a depth of thirty-six feet, and I have been unable to find this washed sand deposited in any other portion of the channel, but believe it to be carried down into the deep water in "St. Mary's current." I have therefore not deemed it advisable in the mean time to push the 20 feet dredging in the harbour, but will allow the current to do the work, at least so far in this way, but will see that the remaining lumps with 18 feet water, may be removed in time to be available with 20 feet draft of water, as soon as all the other obstructions have been removed from the channel between Montreal and Quebec.

In addition to the dredging done in the harbour this year by the plant of the Harbour Commissioners, a large amount has been executed under contract by John Brown, Esquire, Contractor.

That gentleman having been communicated with by the Commissioners, he was asked to make an offer to do some dredging, which offer was made and accepted by them. The result of this contract so far has been most satisfactory to the Commissioners, as it has enabled them to complete an amount of work, and to increase the harbour accommodation to an extent quite out of their power with the plant usually at their disposal, while the difference of cost is a most important consideration, being so much less than could be done by their own vessels.

Mr. Brown's spoon dredges are peculiarly adapted to the substratum of the harbour of Montreal, which is black sand underlying a bed of *hard pan* and *boulders*, through which it has been found difficult and expensive for the bucket dredges to penetrate.

That the spoon dredge is better adapted to dredging in the basins than our own large dredges, is apparent from the appended statement, and a corroboration of the same will be seen by referring to former reports of the harbour engineer; and feeling satisfied on the point, in my annual report of 1860, I recommended the construction of a larger spoon dredge than the one we now have; which was never intended to work in water deeper than from 12 to 14 feet, while from necessity I have been forced to make her work at times in water from 20 to 27 feet deep.

The contract with Mr. Brown includes the depositing as well as the dredging, and when his contract price of thirty-eight cents per cubic yard, measured in the cut, (not printed) is compared with the cost of dredging done by the harbour dredges (measured in the scows as per annexed statement), to which must be added the expense of discharging, there is no doubt left that the advantage to the Commissioners by the letting of this work by contract has been one of the utmost importance for the economical and expeditious improvement of the harbour and the increase of its accommodation.

The introduction of these powerful machines on our works have thrown our large harbour dredges in the shade; and were these spoon dredges arranged in such a way as to enable them to work in strong currents for the harbour of Montreal, it would be advisable to dispense altogether with the large dredges at present used. I would therefore suggest, that all the basin deepening required should be done by contract, on account of the difference of cost of work now done by contract and that dredged by harbour dredges.

In making up my dredging statements this year I have been obliged to add an additional column to shew the expense of dredging, including the charges made against the harbour vessels for *spring outfit* at Sorel, while one column will shew the cost of the working expenses of each vessel, and my reason for adding the column referred to is, that I do not admit that the amounts charged against the several vessels of the harbour fleet have been properly divided by the Superintendent at Sorel; and having no means of correcting them, I am obliged to submit it in this form.

I am aware the freshet of this spring caused very great damage to part of the fleet; still, from the accounts there appears to be charges against the harbour, which in my opinion are not properly chargeable thereto. I will instance one case, viz: that of the coal barge "Whitney," belonging to the plant of the harbour.—In 1857 this craft cost \$1,400, and last spring I find her charged with a large account under the following circumstances: during the freshet at Sorel last spring, she sunk, and at the time she contained some chains belonging to the Lake St. Peter fleet; the lifting and repairing of this vessel cost \$1,300.70, which is all charged against the harbour. I consider the vessel to which the chains belonged ought to have been charged with a part of the above amount—and the accounts generally could have been much reduced, were the supplies for the repairs of the vessels purchased in the cheapest market.

The following will shew that the two spoon dredges belonging to Mr. Brown do much more work than the three dredges belonging to the harbour commissioners.

The following being late of beginning to work, the first dredge was started on the 1st July, the other not until the 8th August, while some time was wrought "*by the day*" in cleaning out round new works, and where the large dredges could not be placed; these two dredges removed by the cubic yard of actual excavation, measured in the cutting, as per contract, 44,403 cubic yards, and deposited the same in the formation of Victoria Pier and other works, at a cost of 38 cents per cubic yard. The harbour dredges during the whole season as before mentioned, removed 38,885 cubic yards, measured in the scows, which, including working expenses and cost of repairs at Sorel, would amount to an average of 69 cents per yard, to which must be added from 7 to 10 cents per yard for depositing on new constructions.

To shew the advantage gained by giving the dredging by contract, I will submit the above figures so as to make them more easily understood.

Total expense incurred by the harbour dredges (including Spring repairs at Sorel for 1862), and the amount of cubic yards of material dredged in the harbour and channel, with the cost per cubic foot:—

|                       | Cubic yds.<br>lifted. | Total cost. | Average cost<br>per yard. | Additional<br>for depositing. | Total.  |
|-----------------------|-----------------------|-------------|---------------------------|-------------------------------|---------|
| Harbour Dredges.....  | 38,885                | \$26,485.96 | 69 cts.                   | 10 cts:                       | 79 cts. |
| Brown's Dredges ..... | 44,403                | 16,873.14   | 38 cts.                   | .....                         | 38 cts. |

From the above it will be evident that the plan adopted by the Commissioners in giving this work out by contract has been highly satisfactory.

The plan appended to this report shew the principal stations on which the dredges have been engaged during the year; and having stated as explicitly as possible what was done during 1862, I beg to offer some suggestions on what improvements are, in my opinion, most necessary for improving the harbour during 1863.

In accordance with the adopted policy of the Harbour Commissioners, the dredged material, I would suggest, should be deposited as last year, downwards from the Military wharf, and to protect this deposit from being washed into the river, it will be necessary to continue the breast wharf in the same way as built last year, thereby forming a ballast ground for ships, and a temporary wharf for firewood or lumber, which can at any time be completed for ocean vessels, the crib work being sunk in 20 feet of water.

This deposit ground will make an important addition to the harbour, as the space reclaimed can be made available for railway or other purposes, and the additional wharfing necessary for this year, to confine and protect all the deposit of dredged and other material, may be about 800 or 1000 feet, which at the price paid last year would be, say 1000 feet, @ \$22  $\frac{1}{2}$  foot,—\$22,000.

In extending in this way it will be advisable to build a pier about the position marked on plan (accompanying this report) by which perfect slack water will be formed from the outer end of said proposed pier, to the end of the "Victoria Pier," as well as for several hundred feet below proposed pier.

Objections have been made to building piers along the river front, thereby contracting the section of the river and increasing the current; such objections are only theoretical, and remind me of remarks made regarding the making of a channel through Lake St. Peter, 3 or 4 feet deep through the flats, the result of which was to reduce the level of the water in the harbour of Montreal to the same extent. Therefore, I do not consider the piers proposed will practically affect the current 100 feet from the end of same, while the channel of navigation now used is from 600 to 800 feet outside, and the difference of current is not felt.

Bringing the Grand Trunk rails on the present harbour is of such importance to the trade of the city and country, it is much to be regretted such sectional differences should always be brought forward to defeat the various schemes proposed. In my opinion, were the rails once on the level of the harbour, interested persons would soon do all the other portions of the work, in the way of erecting stores for grain and other produce.

From the action now being taken by the Grand Trunk Railway company, in making the Lachine Railway depôt their terminus, I consider the plan as suggested by Mr. Shanly to connect with the harbour as the one now most easily attained, both as regards expense of construction and convenience to the harbour, viz: to run through Commissioners' Street, William Street, and across Inspector Street to the present depôt.

In the upper end of the harbor one drawback exists which has been frequently brought forward as a plea against the bringing of rails on our wharves, and which in my opinion should be immediately remedied.

From "Nelson Pier" to "King's Basin," the present wharves are too narrow to admit of proper railway communication, and I would suggest that this portion of the harbor be immediately made available for this purpose.

Although the present old pile structures can be made to last for several years, many parts of them are now so undermined as to be unsafe for the deposit of heavy loads of freight; but to remove this barrier to our wharf railroad, I would suggest the widening of all the old wharves from the lower end of King's Basin to Nelson Pier, so that at the narrowest part the wharves would be from 80 to 90 feet from the revetment wall. This would give sufficient room for two lines of rails, and the proper trade of the harbor.

As all the basins from King's to Sydenham Basin inclusive, require dredging to make them available for the average size of vessels now trading to this port, it would be advisable to push this work of dredging and wharfing simultaneously, doing one basin at a time, and thereby interfering as little as possible with the shipping.

I submit here estimates for each basin, and would recommend that the dredging, as well as the wharfing, should be done by contract, and that all the crib-work be sunk in 20 feet depth of water.

ESTIMATE of cost of Dredging and Wharfing the following Basins in Montreal Harbor :

KING'S BASIN.

|                                                    |                                |
|----------------------------------------------------|--------------------------------|
| Crib-work and filling.....                         | \$ 15,500 00                   |
| Road making and Drains.....                        | 1,000 00                       |
| Dredging to 20 feet depth, 11,000 yards @ 50 cts.. | 5,500 00                       |
| Contingencies.....                                 | 2,200 00                       |
|                                                    | <u>          </u> \$ 24,200 00 |

## ELGIN BASIN.

|                                                |             |              |
|------------------------------------------------|-------------|--------------|
| Crib-work and filling.....                     | \$ 8,370 00 |              |
| Road making and Drains.....                    | 650 00      |              |
| Dredging to 20 feet, 6,547 yards @ 50 cts..... | 3,273 50    |              |
| Contingencies .....                            | 1,229 35    |              |
|                                                |             | \$ 13,522 85 |

## METCALF BASIN.

|                                                |             |              |
|------------------------------------------------|-------------|--------------|
| Crib-work and filling.....                     | \$ 7,853 00 |              |
| Road making and Drains.....                    | 600 00      |              |
| Dredging to 20 feet, 7,167 yards @ 50 cts..... | 3,583 50    |              |
| Contingencies.....                             | 1,203 65    |              |
|                                                |             | \$ 13,240 15 |

## SYDENHAM BASIN.

|                                                |             |              |
|------------------------------------------------|-------------|--------------|
| Crib-work and filling.....                     | \$ 5,289 00 |              |
| Road making and Drains.....                    | 500 00      |              |
| Dredging to 20 feet, 7,920 yards @ 50 cts..... | 3,960 00    |              |
| Contingencies.....                             | 974 90      |              |
|                                                |             | \$ 10,723 93 |

Total cost for four basins..... \$ 61,686.90

On the opening of the navigation next spring, I propose placing dredge No. 4 where she left off last fall, to finish the widening of the channel at the Victoria Pier to 300 feet wide, and 18 feet deep, after which both this vessel and dredge No. One would be occupied in deepening the harbour inside of the present channel line, where there is a considerable amount of shallow water still existing.

The want of railway communication on our wharves, with improved facilities for handling and storing produce, is in my opinion the drawback which prevents Montreal from being one of the greatest grain ports on this continent. It is therefore desirable that every effort should be made to bring the rails of the Grand Trunk Railway along our wharves, after which private enterprise will immediately create the other necessary facilities.

I have on a former occasion referred to the erection of grain stores on the wharves, or along Commissioners' street and the river front, and it would be well if the citizens of Montreal would (for once) lay aside sectional feelings, unite as one man, and determine immediately to have a thorough system of railway communication along the whole of the present harbour, uniting together in one common point the Ocean and Inland navigation with the Railway system of the whole country.

Submitting the foregoing report for the consideration and information of the Harbour Commissioners,

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

ROBERT FORSYTH,  
Engineer, Harbour Commissioners.

Harbour Commissioners' Office,  
Montreal, Dec. 31st, 1862.

STATEMENT showing quantity, location, and cost of dredging in the Harbour of Montreal for the season of 1862 :—

| DATE.                  | Working days. | Scows filled. | Yards per scow. | Cubic yards dredged. | Yards per day. | Cost per yard without spring outfit. | Total cost without spring outfit. | Cost per yard with spring outfit. | Total cost with spring outfit. | LOCATION.                 |
|------------------------|---------------|---------------|-----------------|----------------------|----------------|--------------------------------------|-----------------------------------|-----------------------------------|--------------------------------|---------------------------|
| <b>Dredge No. 1.*</b>  |               |               |                 |                      |                |                                      |                                   |                                   |                                |                           |
| June 3 to Aug. 15...   | 62            | .....         | .....           | 6085                 | 98             | 36                                   | 2208 44                           | 62                                | 3773 32                        | Channel near Canal.       |
| Aug. 15 to Sept. 10.   | 25            | 200           | 20              | 4000                 | 160            | 22½                                  | 900 50                            | 38                                | 1521 90                        | Prince's Basin.           |
| Sept. 10 to Sept. 30.  | 19            | 95            | 20              | 1900                 | 100            | 35                                   | 676 78                            | 61                                | 1156 54                        | End Grand Trunk Pier.     |
| Sept. 30 to Dec. 3...  | 54            | 152           | .....           | 3480                 | 64             | 55                                   | 1913 82                           | 94                                | 3286 02                        | End Normand's Pier.       |
|                        | 160           | .....         | .....           | 15465                | 105            | 37                                   | \$5699 54                         | 64cts.                            | \$ 9737 58                     |                           |
| <b>Dredge No. 4.†</b>  |               |               |                 |                      |                |                                      |                                   |                                   |                                |                           |
| June 2 to July 16...   | 40            | 130           | .....           | 4890                 | 122            | 41                                   | 2034 00                           | 71                                | 3474 40                        | Channel above Vic. Pier.  |
| July 16 to Dec. 2...   | 95            | 183           | 40              | 7320                 | 77             | 66                                   | 4830 69                           | \$1 12                            | 8252 53                        | Below Victoria Pier.      |
| Oct. 24 to Nov. 25...  | 25            | .....         | .....           | .....                | .....          | .....                                | .....                             | .....                             | .....                          | Disabled.                 |
|                        | 160           | .....         | .....           | 12210                | 100            | 53½                                  | \$6864 69                         | 91½                               | \$11726 93                     |                           |
| <b>Spoon Dredge.‡</b>  |               |               |                 |                      |                |                                      |                                   |                                   |                                |                           |
| May 31 to June 6...    | 5             | 44            | 15              | 660                  | 132            | 18                                   | 118 50                            | 30                                | 202 50                         | Bonscours Basin.          |
| June 6 to June 14...   | 6             | .....         | .....           | .....                | .....          | .....                                | .....                             | .....                             | .....                          | Disabled.                 |
| June 14 to July 8...   | 21            | 107           | 15              | 1605                 | 76             | 31                                   | 497 70                            | 51                                | 867 30                         | Bottom cribs at new pier. |
| July 8 to Sept. 10...  | 54            | 383           | 15              | 5745                 | 106            | 22                                   | 1279 80                           | 38                                | 2187 00                        | Elgin Basin.              |
| Sept. 10 to Sept. 15   | 4             | 12            | 15              | 180                  | 45             | 52                                   | 94 80                             | 90                                | 162 00                         | Prince's Basin.           |
| Sept. 15 to Oct. 20... | 30            | .....         | .....           | .....                | .....          | .....                                | .....                             | .....                             | .....                          | Chartered to Corporat'n.  |
| Oct. 20 to Nov. 26...  | 33            | 167           | .....           | 2525                 | 76             | 31                                   | 782 50                            | 52                                | 1320 15                        | King's Basin.             |
| Nov. 26 to Dec. 3...   | 7             | 33            | 15              | 495                  | 76             | 33                                   | 165 90                            | 57                                | 283 50                         | Prince's Basin.           |
|                        | 160           | .....         | .....           | 11210                | 85             | 31                                   | 2930 20                           | 53                                | 5022 45                        |                           |

HARBOUR COMMISSIONERS' OFFICE,  
Montreal, 22nd April, 1863.

SIR,—In obedience to the order received through you, under date of 24th February last, requiring certain information to be laid before the Honorable the Legislative Council, respecting the proceedings of the Harbour Commissioners in relation to the deepening of the Harbour of Montreal, I am directed to transmit herewith,

1st—Copy of contract entered into with Mr. John Brown, for deepening the *Military Basin*, this being the only contract entered into by the Commissioners for deepening any portion of the harbour.

2nd—A statement shewing the work done and to be done by the above contractor.

3rd—The information required in this clause is contained in the above statement (No. 2), together with the plan which accompanies the contract.

4th—No advertisements have been issued by the Commissioners for tenders for harbour dredging. The contract was given to Mr. Brown by a resolution passed at a meeting of the Board.

5th—There is no "Superintendent" of works in the harbour. They are all conducted under the supervision and directions of the Harbour Engineer.

6th—A copy of the "Report" of the Harbour Engineer for 1862 is enclosed herein.

I have the honor to be, Sir,

Your obedient servant,

The Honorable  
The Provincial Secretary,  
Quebec.

ALEXANDER CLERK, *Secretary*]

\* Working expenses per day without spring outfit, \$35.62; with spring outfit, \$60.36.

† Working expenses per day without spring outfit, \$50.85; with spring outfit, \$86.86.

‡ Working expenses per day without spring outfit, \$23.70; with spring outfit, \$40.50.

MEMORANDUM relative to Contract between the Harbour Commissioners of Montreal and Mr. John Brown, to deepen the Military Basin to 20 feet at low water.

|                                                                                                                                                                                             |                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Total amount of excavation to deepen Military Basin to 20 feet, at lowest Summer level, viz:—17 feet on the Mitre Sill of the lower lock of the Lachine Canal—103,353 cubic yds., @ 38 cts. | \$39,274.14        |
| Amount of work done by Mr. Brown during the season of 1862, 31,485 yards, @ 38 cts.                                                                                                         | \$11,964.30        |
| Less 10 $\frac{1}{2}$ cent, retained in Commissioners hands'                                                                                                                                | 1,196.43           |
|                                                                                                                                                                                             | <u>\$10,767.87</u> |
|                                                                                                                                                                                             | \$28,506.27        |
| In addition to the above Mr. Brown has excavated for the foundations of the Commissioners' wharf, 12,918 cubic yds., @ 38 cts.                                                              | \$4,908.84         |

Harbour Office,  
Montreal, 14th April, 1863.

ROBT. FORSYTH,  
Engineer, Harbor Com.

On this day, the tenth of January, in the year of Our Lord one thousand eight hundred and sixty-two. Before us the undersigned Notaries Public, duly commissioned and sworn in and for that part of the Province of Canada, heretofore constituting the Province of Lower Canada, residing in the City of Montreal, in the said Province.

Personally came and appeared Mr. John Brown, of the Village of Thorold, in the County of Welland, Canada West, Contractor of the first part; and the Harbour Commissioners of Montreal, a body politic and corporate, herein acting and represented by Hannibal Hodge Whitney, of the said City of Montreal, Esquire, Chairman of the said Harbour Commissioners of Montreal, and duly authorized for all and every the effects and purposes hereof, as he hereby declares. Which said parties declared to us, said Notaries, to have covenanted and agreed with each other, in the manner following, that is to say: The said John Brown, for the considerations, and under and subject to the conditions and stipulations hereinafter mentioned, doth hereby undertake and promise, bind and oblige himself to do, execute and perform the whole and every part of the dredging of that portion of the Harbour of Montreal aforesaid, below the "Victoria Pier," and marked A to B on the plan to be made, which said plan (not printed) shall form part of the present contract, including all the dredging from the edge of the proposed crib work to deep water, also the necessary excavation for the bottoms of cribs within said limits, as they may from time to time be ordered by the Harbour Commissioners of Montreal. And for the purposes aforesaid, the said Contractor shall, and he doth hereby agree to find, provide and furnish all and every kind of materials, tools, machinery, labor, implements, carriages, &c., and the requisite number of mechanics and workmen, and all things needful and proper for the performance and completion of the said works hereby undertaken, and all matters and things incident to the same. All said dredging to be finished to a level depth of twenty feet at lowest water, at which point it is assumed to be when there are only seventeen feet on the mitre sill of the lower lock of the Lachine Canal.

The said dredging will be commenced in such places as may be ordered by the said Harbor Commissioners of Montreal, who will also, during the prosecution of the present contract, have the power to order the dredges to any other part of the Harbor within the said limits as they may consider expedient and in their interest either for the carrying on of said works, or for the shipping or other use.

The deposit of the materials so dredged will be made on and below the Victoria Pier, according to the direction of the said Harbor Commissioners and the said contractor hereby binds himself so to deposit the said material at the place or places so to be indicated, and level the same to the levels to be given by the said Harbor Commissioners' Engineer.

The said works shall be commenced immediately on the opening of the navigation of the current year (1862), and finished and completed to the entire approval of the said

Harbor Commissioners at the close of the navigation of the current year (1862), under a penalty of twenty dollars per day for every day of open navigation beyond that time, until the final and perfect completion of the said works hereby undertaken, which said sum of twenty dollars per day shall be paid to or retained by the said Harbor Commissioners, in liquidation of ascertained damages, and not by way of penalty for each and every day of open navigation beyond the limited time prescribed for the completion of the aforesaid contract.

The present contract is thus made and entered into by and on the part of the said contractor, for and in consideration of the sum of thirty-eight cents per cubic yard for dredging and depositing the said dredged material, which the said Harbor Commissioners of Montreal, represented as aforesaid, do hereby promise, bind, and oblige themselves to well and truly pay, or cause to be paid, to the said John Brown in and by monthly payments in the estimate of Harbor Commissioners' Engineer, less ten per cent. on all such progress estimates which, in the meantime, shall be retained in the hands of the said Harbor Commissioners as security for the due and faithful performance of the present contract, when the same will be paid on the final estimate of the said Harbor Commissioners' Engineer.

It is hereby further agreed and understood that the said Harbor Commissioners of Montreal will not hold themselves responsible for any detension or obstruction the said contractor may have or encounter with the shipping whilst in port or otherwise whatever; but every reasonable facility will be afforded him for carrying on and completing the said works expeditiously and economically.

And further, it is agreed that the plan herein above referred to will be taken by the said parties hereto, as the accurate state of the bottom of the portion of the river at the commencement of the present contract and hereby undertaken to be dredged as aforesaid, and a plan of the same will be prepared on completion of the works hereby undertaken, the sections properly calculated and the amount of excavation will be paid for per cubic yard, measured on said plans, both of which said plans will be referred to the datum hereinbefore alluded to—to wit: The mitre sill of the lower lock of the Lachine Canal.

No extra or additional work will be allowed or acknowledged without a written order from the said Harbor Commissioners' Engineer, and for all work that may be found necessary to be done below the present Military Wharf, extra time will be allowed for the completion thereof, at the rate of one day for every one hundred and fifty cubic yards by each dredge.

In case the said contractor refuse to proceed with the said works with such diligence as to enable him to complete the same at the time above mentioned; the said Harbor Commissioners of Montreal shall have the power to take the works into their own hands and finish the same at the said contractor's expense, and the amount expended by them in so doing over and above the contract sum to be paid under this agreement shall be recovered by law if need be.

The Contractor shall not sublet the present contract, or any portion thereof, without the written consent of the said Harbor Commissioners. In case any difference of opinion shall arise in regard to the construction to be placed upon any of the provisions of the present contract, the said Harbor Commissioners' Engineer's opinion and decision thereon shall rule and be binding on all parties.

Any notice which it may be requisite to serve on the said contractor, connected with the said works, may be addressed to him at his own domicile or left at the Post Office in Montreal; and any paper-writing so addressed and left at the Post Office shall be considered legally served upon the said contractor. And it is hereby agreed and understood by and between the said parties hereto, that none of the clauses herein contained shall be considered comminatory, *comminatoire*; but on the contrary the same, and especially the clause relating to the forfeiture to be incurred in case of default by the contractor in completing the work at the time above stipulated, shall be strictly enforced, and be *de rigueur* as expressing the well understood meaning and intention of the said parties, and without which these presents would not have been made and executed.

And for the execution of these presents the said parties hereto have made election of domicile at their ordinary places of abode above mentioned; Where, &c.

Done and passed at the said City of Montreal, in the office of James Stewart Hunter, one of us said Notaries, on the day, month and year first hereinabove written, and signed by the said John Brown, the said Hannibal Hodge Whitney, in his capacity of Chairman of the said Harbor Commissioners of Montreal, and countersigned by Alexander Clerk, Esquire, Secretary thereof, with and in the presence of us said Notaries, by one of whom these presents were first duly read to said parties, and executed under the number six thousand six hundred and thirty.

(Signed,)

“

JOHN BROWN,  
H. H. WHITNEY,  
Chairman Harb'r Com'rs.,  
ALEX. CLERK,  
Secretary.

“

(Signed)

“

R. BEAUFIELD, N. P.,  
J. S. HUNTER, N. P.

A true copy of the original hereof remaining of record in my office.

J. S. HUNTER, N. P.

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No. 105.

## RETURN

To an Address of the Honorable Legislative Council, dated 17th April, 1863, for information respecting lands of Seigniorie or Sault St. Louis.

By Command.

J. O. BUREAU,

Secretary.

SECRETARY'S OFFICE,  
4th May, 1863.

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[In accordance with the recommendation of the Joint Committee on printing, the above return is not printed.]

# RETURN

To an Address of the Honorable the Legislative Council, dated 2nd March, 1863: For copy of Report of Commission of Enquiry into Montreal Post Office.

By Command.

J. O. BUREAU,  
Secretary.

Secretary's Office,  
20th April, 1863.

(Copy.)

POST OFFICE DEPARTMENT,  
QUEBEC, 27th August, 1862.

SIR,—Complaints of various kinds having been made to me as to the existence of serious irregularities and improper practices in the management and working of the Post Office at Montreal, I have resolved on making such special enquiry as will enable me to judge of their authenticity, and, if found to be correct, to apply such remedy as the nature of the case may require.

Having great confidence in your integrity and capacity, and believing that from these qualifications, coupled with your practical experience, you are in every way fitted for that duty, I have selected you to make such enquiry into the circumstances as will enable me to judge of the correctness, or incorrectness, of the charges made, and to apply such remedy as may be found necessary.

You will, therefore, proceed at once to Montreal, and adopt the means which may appear to you to be most judicious for that purpose. You are not to confine your investigations to the complaints made in the papers herewith transmitted to you; but, in addition, you are to examine thoroughly into the entire working of the office in all its branches, and, for that purpose, to make such examinations of its officers and servants, as well as of its books, documents, and papers, as may to you appear to be discreet and judicious, and report the result to this Department, with such observations and recommendations as you may deem necessary.

(Signed,)

M. H. FOLEY,  
*P. M. Genl.*

JOSEPH LESSLIE, ESQ.,  
Postmaster,  
Toronto, C.W.

(Copy.)

TORONTO, 20th October, 1862.

SIR,—We have the honor to state that we commenced the enquiry into the working, and matters connected with the management of the Montreal Post Office, by a personal examination of the employés on the staff, as to their appointment, duties, hours of attendance, salaries, grievances, &c. This course we deemed advisable from several considerations:

1st. To enable us to form a correct judgment as to the capabilities of the officers for the performance of the duties assigned them.

2nd. To discover the cause of that spirit of insubordination which appears to have existed among certain members of the staff.

3rd. To ascertain whether there had been any such increase in the business of the Montreal Post Office as to render necessary the large augmentation of the staff which took place in March and August, 1861; and

4th. To find out the basis upon which the Parliamentary Return, referred to as incorrect, had been made.

The result of the examination of the officers, individually, has convinced us that they are, with a very few exceptions, in point of ability and general knowledge of Post Office duty, equal to the staff of any large City Office in the Province; and the spirit of insubordination which has existed among them may be traced chiefly to the absence of all correct discipline in the office during the incumbency of the late Postmaster, Dr. Meilleur, arising from his acknowledged incapacity properly to perform the duties of Postmaster, and from his assistant, Mr. James Simpson, having, instead of exercising any proper governing influence over the clerks, or other persons employed in the office (which the late Postmaster failed to do), so far lost sight of the responsibilities of his position as to give way to habits which not only incapacitated him for the right performance of the ordinary duties devolving upon him as Assistant Postmaster, but also set an example the most demoralizing in its nature, and destructive of all order or discipline in the staff.

Another element of insubordination has been the inculcation of the principle, that not only his appointment but rank in the service more or less depended on the amount of political influence with the Government which each clerk or employé could bring to bear in his favor. As all appointments emanate from the Government, from the Postmaster down to the messenger, questions involving discipline, such as the suspension of an officer for disobedience, neglect of duty, absence during office hours, indulging in habits of intemperance, or some other cause, have been decided, in some instances, without reference to the Postmaster, or in direct contravention of his expressed opinion, based on his daily observation and experience, from some outside influence being brought to bear in favor of the person under discipline.

On the present Postmaster, Mr. Freer, assuming his duties, he found the Office in much disorder, from the causes above stated. In addition to the spirit of insubordination prevailing at the time, the staff required to be increased, and certain alterations in the mechanical arrangement of the interior of the office, which had been previously reported on favorably by Mr. Dowe, carried out.

During the time Mr. Freer has already discharged his duty, several improvements have been introduced of much practical utility; but there is evidently a tendency on his part to elaborate to a greater extent than is necessary the details of the work of the office, by which the time of the clerks has not been so judiciously employed as under a system where a less minute division of labor had been observed. As an example, the general delivery—that is, where all letters and newspapers addressed to parties not holding boxes or drawers in the office are delivered—was erected on the public lobby of the Post Office, entirely separating the clerks attending to this portion of the work from the clerks engaged at the box delivery wickets. The disadvantage arising from the arrangement was, that at no time were the general delivery clerks available for any other duty, and much valuable time was thereby lost. This is only one of the examples which might be adduced of an injudicious arrangement of the work of the office, which rendered the demand for additional clerks an apparent necessity, while it operated to create in the mind of each clerk or employé an idea that, instead of a common responsibility for the good working of the whole office, he was only to be held responsible for a certain limited duty assigned to him. This habit once formed, it becomes difficult to bring clerks back to their proper position of feeling, collectively and individually responsible for the entire work of the office, as servants of the public.

To remedy this evil, as far as possible, we have abolished the separate apartment for the general delivery, and have thrown it and the box delivery into one. This relieves one clerk entirely for any other demand which the business of the office may require. The space in the public lobby is also enlarged. A receiver conveniently situated for the posting of letters and newspapers has been constructed inside the hall; one hundred and twenty additional boxes, which were much required, have been supplied, a number of which have been already rented.

From all the evidence adduced by the examination of the Postmaster, Assistant Postmaster, and clerks, there does not appear to have been any sudden or extraordinary increase in the business of the Montreal Post Office to demand the apparently large addition made to the staff on the 26th March and on the 9th August, 1861. Mr. Freer, Postmaster, states in evidence, that when he took charge of the office (1st February, 1861), the staff consisted of—

|                               |    |
|-------------------------------|----|
| Appointed Clerks,.....        | 15 |
| Temporary do., .....          | 2  |
| Letter Carriers,.....         | 5  |
| Office-keeper, ....           | 1  |
| Messenger and Assistant,..... | 2  |

making the whole number, including the Postmaster, twenty-six.

The removal of the Money Order branch of the business from the Postmaster's office, where it had hitherto been conducted, to a separate room constructed for that purpose in the north-east portico of the building, and the erection of an entirely separate apartment in the front lobby for the general delivery, required the services, as Mr. Freer states, of three additional clerks at least.

During the month of February, 1861, two clerks (J. B. Hill and A. Green) were appointed on the permanent staff. One clerk (P. Norris) being removed to the Railway Mail service, and three temporary clerks taken on; making the staff of the Office, on the 28th February, 1861, including the Postmaster, to consist of thirty-one, viz. :—

|                               |    |
|-------------------------------|----|
| Permanent Clerks,.....        | 16 |
| Temporary do., .....          | 6  |
| Letter Carriers,.....         | 5  |
| Office-keeper,.....           | 1  |
| Messenger and Assistant,..... | 2  |

On the 26th March, 1861, seven additional clerks were appointed to the permanent staff, and four temporary clerks removed. Between that date and the 1st of August, one temporary clerk was discontinued, two were dismissed, and two resigned. Two clerks were also added to the staff, making the whole strength of the office, on the 1st August, 1861, including the Postmaster, thirty-one, viz. :—

|                               |    |
|-------------------------------|----|
| Permanent Clerks,.....        | 19 |
| Temporary do., .....          | 2  |
| Letter Carriers,.....         | 5  |
| Temporary do.,.....           | 1  |
| Office-keeper,.....           | 1  |
| Messenger and Assistant,..... | 2  |

On the 9th August, 1861, seven clerks were appointed to the permanent staff, and one clerk removed, making the strength of the office on the 31st August, including the Postmaster, thirty-seven, viz. :—

|                              |    |
|------------------------------|----|
| Permanent Clerks,.....       | 26 |
| Temporary do., .....         | 1  |
| Letter Carriers,.....        | 5  |
| Temporary do.,.....          | 1  |
| Office-keeper, .....         | 1  |
| Messenger and Assistant..... | 2  |

In September, 1861, one letter-carrier resigned, two temporary ones were appointed, and in October, 1861, another letter-carrier was added. In January, 1862, one clerk was dismissed and another appointed in his place. No change appears to have taken place in the staff between the latter period and the date of this report, which leaves the actual number now employed in the Montreal Post Office, including the Postmaster, thirty-nine.

To render the changes above narrated more easy of comprehension, we beg to refer to the document accompanying this report, endorsed, "List of Employés in the Montreal Post Office, from the 1st February, 1861, to September, 1862," and marked C; also another return, endorsed, "Names of Employés in the Montreal Post Office on the 1st February and 28th February, 1861," marked D.

## PARLIAMENTARY RETURN.

We are at a loss to determine the basis on which the Parliamentary Return was made out. It called for the "Names of all persons employed in the Montreal Post Office, the date of their appointment, the salaries received by each, and whether or not any of the said employés had been suspended—the date and cause of such suspension, and the sum of money, if any, paid to them during such suspension."

At the date of that return, 10th May, 1862, the number of persons employed was precisely the same as now, viz. :—

E. S. FREER, Postmaster,  
B. McEVENUE, Assistant-Postmaster.

## CLERKS:

|                      |                     |
|----------------------|---------------------|
| Michael Emery,       | Alfred D'Amour,     |
| Henry Huddell,       | Robert Millar,      |
| McDuff Simpson,      | James McNab,        |
| M. Murphy,           | Vital Baillargeon,  |
| James Maitland,      | John T. Wright,     |
| Ulric Benoit,        | John J. Stuart,     |
| John McKeon,         | Joseph Vallée,      |
| Alexander Robertson, | Thomas F. Larseneur |
| Léon Malard,         | H. A. Bourret,      |
| William McGillivray, | Thomas Forsyth,     |
| James Simpson,       | Joseph L. Palmer    |
| Oliver Raymond,      | George J. Carter,   |
| Andrew Green,        | David Robinson.     |

## LETTER CARRIERS :

|                  |                  |
|------------------|------------------|
| Philip O'Reilly, | Louis Lafricain, |
| John J. Drew,    | Samuel Johnson,  |
| A. E. Auger,     | O. Filiatreault. |

## OFFICE-KEEPER:

Jeremiah Mullins.

## MESSENGERS :

|                 |                  |
|-----------------|------------------|
| William Finton, | Michael Mullins. |
|-----------------|------------------|

## TEMPORARY LETTER CARRIERS :

|               |                     |
|---------------|---------------------|
| Edward Mayer, | Charles A. Raymond. |
|---------------|---------------------|

## RECAPITULATION.

|                               |    |
|-------------------------------|----|
| Postmaster,.....              | 1  |
| Clerks,.....                  | 27 |
| Letter Carriers,.....         | 6  |
| Temporary do.,.....           | 2  |
| Office-keeper,.....           | 1  |
| Messenger and Assistant,..... | 2  |
|                               | —  |
| Total,.....                   | 39 |

In the printed Parliamentary Return, the number of persons employed in the Montreal Post Office on the 10th May, 1862, is stated to be twenty-eight. This evidently embraces only the clerks and Postmaster. Mr. Freer states in evidence, when examined on this point, that he had not been furnished with a copy of the resolution or address of the Hon. the Legislative Council, in response to which the return had been called for, nor any other communication from the Department on the subject, other than the following letter, on which the return was prepared, viz. :—

POST OFFICE DEPARTMENT,  
Quebec, 10th May, 1862.

SIR,—I am directed by the Postmaster General to request that you will prepare and transmit to this Department, with the least possible delay, a return showing the duties assigned to each Clerk in the Montreal Post Office, and giving the hours of attendance required from each clerk.

I am, &c.,  
(Signed,) WILLIAM WHITE,  
Secretary.

E. S. Freer, Esq., Postmaster.

Mr. Freer states that, in compliance with this request, he prepared and transmitted to the Department the return asked for; and on a reference to the original draft of that return, we find that it included the whole number of persons on the staff of the Montreal Post Office at that date, and was transmitted to Quebec on the 12th May last, viz. :—

|                               |    |
|-------------------------------|----|
| Postmaster,.....              | 1  |
| Assistant do.,.....           | 1  |
| Clerks,.....                  | 26 |
| Letter Carriers,.....         | 6  |
| Temporary do.,.....           | 2  |
| Office-keeper.....            | 1  |
| Messenger and Assistant,..... | 2  |
|                               | 39 |

This Return embraced only the names, class, duties, and hours of attendance of the employés. The columns in the printed Return headed, "Date of appointment," "Salary," "Suspension," "Sum of money, if any, paid during such suspension," the classification of the clerks according to attendance, duties, the comparative statement of the number of employés in the Montreal Post Office in February, 1861, August, 1861, and January, 1862, and the memorandum, "Postage Collections of Montreal Post Office for the months of February and March, 1861 and 1862," were not included in the Return made by Mr. Freer.

The printed Parliamentary Return, so far as the enumeration of employés goes, corresponds with the Return made by Mr. Freer, as to names, class, duties, and hours of attendance. In the column headed "Suspensions," an error appears to have crept in: Wm. McGillivray is stated to have been suspended, during enquiry into complaints against him, from 6th May to the 1st July, 1861. On referring to the Postmaster's evidence during this enquiry, we find that Mr. McGillivray was suspended from duty and pay, by order of the Postmaster General, in a letter from the Department, dated Quebec, 6th May, 1861, addressed to Mr. King, Post Office Inspector, Montreal. On the authority of another letter from the Post Office Department, dated 1st June, 1861, and addressed to Mr. Freer, Postmaster, so much of the order of the 6th of May as directs the suspension of Mr. McGillivray's pay was rescinded, and he remained suspended from the 6th May, 1861, to the 25th April, 1862, very nearly twelve months, during which time he was paid his salary regularly. (See Mr. Freer's evidence, embracing copies of official correspondence on this subject, accompanying this Report.)

In the case of James Simpson, suspended from 1st October, 1860, to 31st March, 1861, the printed Return is correct. Mr. Simpson received no pay during his suspension.

In the comparative statement in the printed Return, the number of employés in the Montreal Post Office is given as follows :—

|                      |    |
|----------------------|----|
| February, 1861,..... | 22 |
| August, 1861,.....   | 24 |
| January, 1862,.....  | 26 |

From the list of names of clerks, letter-carriers, and messengers, appointed and temporary, in the Montreal Post Office, accompanying this Report, and marked D, it will be observed that the whole staff, including the Postmaster, on the 1st February, 1861, consisted of twenty-six. This item, in the printed Return, appears to include the whole staff, leaving out the Postmaster and messengers, viz. :—

|                        |           |
|------------------------|-----------|
| Appointed Clerks,..... | 15        |
| Temporary do., .....   | 2         |
| Letter Carriers, ..... | 5         |
| <b>Total, .....</b>    | <b>22</b> |

In the same paper, marked D, it will be observed that the whole number of persons employed on the staff on the 1st August, 1861, was thirty-one. This item, in the printed Return, appears therefore to include the whole, leaving out the Postmaster and six letter carriers, viz. :—

|                               |           |
|-------------------------------|-----------|
| Appointed Clerks,.....        | 19        |
| Temporary do., .....          | 2         |
| Office-keeper,.....           | 1         |
| Messenger and Assistant,..... | 2         |
| <b>Total,.....</b>            | <b>24</b> |

From the pay list and vouchers, accompanying this Report, and marked E, it will be seen that the whole number of persons employed on the staff on the 1st January, 1862, was thirty-nine, viz. :—

|                                     |           |
|-------------------------------------|-----------|
| Postmaster and Assistant, - - - - - | 2         |
| Appointed Clerks, - - - - -         | 25        |
| Temporary do - - - - -              | 3         |
| Letter Carriers, - - - - -          | 6         |
| Office Keeper, - - - - -            | 1         |
| Messenger and Assistant, - - - - -  | 2         |
| <b>Total, - - - - -</b>             | <b>39</b> |

This item in printed Parliamentary Return, therefore, would appear to include only the

|                             |           |
|-----------------------------|-----------|
| Assistant P. M., - - - - -  | 1         |
| Appointed Clerks, - - - - - | 25        |
| <b>Total, - - - - -</b>     | <b>26</b> |

Omitting Postmaster, letter carriers, office-keeper, and messengers.

The correct comparative statement of the number of employes in the Montreal Post Office, Feby., 1861, Augt., 1861, and Jan., 1862, would therefore be as follows:

| ACTUAL NUMBER EMPLOYED. | NUMBER STATED IN PRINTED RETURNS. |
|-------------------------|-----------------------------------|
| Feby., 1861, - - - 26   | Feby., 1861, - - - 22             |
| Aug., 1861, - - - 31    | Aug., 1861, - - - 24              |
| Jan., 1862, - - - 39    | Jan., 1862, - - - 26              |

It is stated in the "remarks" appended to the printed Parliamentary Return by the Postmaster, Mr. Freer, that "upon an average, from four to six clerks are constantly absent from duty, through sickness or leave." From special enquiry made on this point, we find that the number absent at any one time does not average more than three.

#### ANONYMOUS LETTER.

In reference to the anonymous letter, dated at Montreal, 29th July, 1862, and enclosed to the Postmaster General, as to inaccuracies in the Parliamentary Return of employes in the Montreal Post Office, the statements therein contained are in some measure sustained by facts, as the preceding observations on that return show.

The salary of the Postmaster is correctly stated to be two thousand dollars per annum. The commission on postage accounts is erroneously stated to be twelve hundred dollars. It is about a thousand dollars, and as this is derived from the public in the shape of commission for the convenience of running monthly postage accounts, it forms no part of the statutory provision for the salary of City Postmasters. The Department regulations

prohibit Postmasters giving credit for postage except at their own risk. The losses therefore accruing from bad debts, which may be considerable, fall on the Postmaster, and the Department cannot properly take cognizance of an arrangement made between the Postmaster and parties running accounts to subserve public convenience, and for which these parties pay the commission, five or ten per cent., as may be agreed.

The statement contained in the anonymous letter under consideration, of an inaccuracy in the printed Parliamentary Return, as to the period during which one of the clerks, Mr. William McGillivray, was suspended, or absent from duty, has been explained in a former part of this report.

In the case of James Simpson, another clerk, the printed Parliamentary Return is correct as to the period he was under suspension. During that time, from the 1st October, 1860, to the 31st March, 1861, he received no salary. Mr. Simpson was absent, however, on leave for about nine months, owing to sickness. During that period he occupied apartments in the Post Office building as a residence for himself and family, and remained on the pay list receiving his salary, as is usual when clerks are absent on leave. His absence extended altogether over a period of fifteen months, say from December, 1859, to April, 1861.

In reference to another charge which appears in the anonymous letter, namely, "that Mr. O. Raymond is put down in the Parliamentary Return as enjoying a salary of \$600 (while he is entitled to more), it should have been stated that he was just promoted, with an increase of salary from the 1st April, but had not yet enjoyed the increase. He has been receiving the whole time only \$500 a year."

During this enquiry it was elicited that Mr. O. Raymond was appointed a fourth-class clerk in the Montreal Post Office, on the 1st October, 1856; that in April, 1862, he was promoted to a clerkship of the third class, and that after serving two years in the fourth class, he made repeated applications to the Department, through Dr. Meilleur, the late Postmaster, Mr. Jobin, M.P.P., and others, for advancement, but did not receive it until the date last named. As the Parliamentary Return was made in May following, Mr. O. Raymond's salary is correctly stated therein to be \$600 per annum, and a claim for arrears could only proceed from the erroneous interpretation of the "Civil Service Act," which provides that after two years' service, clerks of the fourth class, if deemed qualified, may be promoted to the third class. As Mr. O. Raymond had served nearly six years, viz., from the 1st October, 1856, to April, 1862, before he received promotion, it appears to be presumed that he has a claim for salary as a clerk of the third class, from 1st October, 1858, or two years from date of his appointment, until his advance in April, 1862, whereas he had, during that time, only received the salary of a clerk of the fourth class.

As the Civil Service Bill evidently leaves it optional with the Government to promote fourth-class clerks after two years' service, there exists no claim, such as is urged in the letter, on behalf of Mr. O. Raymond on any legal ground whatever.

In reference to the charge that Mr. O. Raymond had applied for leave of absence, to which he had received no answer, and that he was the subject of an espionage, we beg to quote the evidence of Mr. Freer, Postmaster, and also that of Mr. O. Raymond. Mr. Freer states:—

"In reference to the statement in the anonymous letter respecting Mr. O. Raymond's application for leave of absence, I would state that Mr. O. Raymond addressed a letter to the Postmaster General, accompanied with a certificate from Dr. Trudel, asking for leave of absence on account of sickness; also a note from himself asking me to forward it with such remarks as I might think proper. Having ascertained from credible sources that his (Mr. Raymond's) illness was not a serious one, but rather a pretence to absent himself from his public duties, I did not think it advisable to forward his application to the Postmaster General, as I did not feel I would be justified in recommending it. But, as his application was accompanied by a medical certificate, I did not insist on his return to the office, but permitted his absence to continue. To the best of my recollection, Mr. O. Raymond's return to duty was about the end of April, or beginning of May. The object of my stating the period of his return to duty in my remarks appended to the printed Parliamentary Return, was to show that the absence of clerks from duty tended to embarrass the work of the office; and it did not proceed from any feeling of enmity on my part towards him. With regard to the charge of Mr. O. Raymond being the subject of an espionage,

I would state that beyond my making enquiry as to whether he was really ill or not, as stated in his letter of application for leave of absence, he was subject to no espionage on my part. I have had occasion several times to reprove him for reading newspapers while on duty at the wicket."

The above statement is not contradicted, in any important particular, by other evidence adduced in the course of this enquiry. Mr. O. Raymond, when examined, stated: "About the month of March last, I made application for leave of absence through Mr. Freer, Postmaster, and never received any answer to my application. I have since applied for leave through the Assistant-Postmaster, and always got it." Nor has any proof been adduced that Mr. Raymond was the subject of an espionage on the part of Mr. Freer; this charge appears to have originated from the circumstance of Mr. Freer having neglected to transmit Mr. Raymond's letter to the Postmaster General, on the ground of information derived from his own observation or the observation of others, that the reason urged for leave was not founded, as alleged, on his, (Mr. Raymond's,) being disabled from sickness to perform his duty, but from some obligation of a private nature.

The duties specified in the printed Parliamentary Return, as assigned to each clerk, are, we find, in the main correct, although it is charged in the anonymous letter that "the occupation set down in the Return for some of the employés is made to appear a great deal more in some cases than it is in reality." Where the business of an office is not sufficiently large to assign some special duty, and that only to each clerk, and where all are expected to assist at any duty which the exigencies of the Department service may require, it is exceedingly difficult to define precisely the manner in which each individual clerk's time is to be employed during the whole of his office hours, and in a large Post Office duty must vary as business may demand. Nor does this necessity in any manner impair the efficiency of the staff where there is a proper assignment of duty. In this respect we have found it necessary to recommend some changes which are more particularly specified under the head of "*Qualification and duties of employés in the Montreal Post Office.*"

The more serious charge in the anonymous letter, that American newspapers received daily were not counted for more than a year, but merely averaged, and the insinuation that to conceal this mode of making his return, the Postmaster selected a certain clerk as accountant, who, it is presumed by the writer, would more readily connive at it, is without foundation. We find that since Mr. Freer assumed the duties of Postmaster, the task of keeping the account of postage accruing from United States and transient newspapers has devolved upon Mr. Murphy, who fills the confidential position of keeping the money tills and counting the cash received at the wickets by the delivery clerks. On being questioned on this point, Mr. Murphy says: "In addition to other duties named, I am intrusted by the Postmaster with the charge of the tills, of which there are four. I keep the keys of such tills, take the cash from them daily, at 12 o'clock, noon, and at close of business, 7 p.m. I count the money contained in these tills, enter the amount in a book each time the contents are taken out, hand the amount to the Postmaster every morning before banking hours, receiving from him an acknowledgment of the same. I also keep an account of all city or drop letters, also all newspapers, whether Provincial or United States, which are subject to postage. The manner in which I proceed is: a separate box is placed in each till for newspaper postage; the delivery clerks place each cent, as received, for such postage in the box, and the number of cents determines the number of newspapers. The unpaid city or drop letters are counted at time of being prepared for delivery."

This method of enumeration is open to objections, and we have suggested to Mr. Freer that all newspapers subject to postage, and not charged against the Office in the Letter Bills, should be carefully counted at the time of opening each mail, and that the number of such papers, and the amount of postage thereon, should be entered in a book kept for that purpose, and be transferred into the monthly account current.

It is further charged by the writer of the anonymous letter under review, that the Postmaster, in applying to the Government for more clerks, evinces a want of knowledge properly to apportion the duties of the members of the staff, already more than sufficient for the work of the office, and insinuates that one of the messengers, Michael Mullins, is employed by Mr. Freer to work in his garden. In the former part of this statement there is some truth, but for the latter assertion there exists no foundation. Michael Mullins is assistant-messenger and office-keeper. His office hours are, in summer, from 4 o'clock

A.M. to 1 o'clock P.M., and in winter from 3 o'clock A.M. to 1 o'clock P.M., and his duties fully occupy his time. On questioning Mr. Freer on this point, he states in evidence as follows: "In regard to the charge that I have employed one of the messengers, Michael Mullins, connected with the Post Office, in working in my garden, I would state that during his office hours, which are from 4 A.M. to 1 P.M., I have no recollection that he has ever been employed to do any private service for me whatever, beyond going messages between my house and office, or, when it rained, going to bring my vehicle to convey me home."

It was ascertained in the course of this enquiry, that the oath of office required to be taken by every employé in the Department before entering on duty, had not been administered to some of the clerks more recently appointed. Those who had not been sworn were as follows:—

V. BAILLARGEON,  
JOHN J. STUART,  
T. F. LARSENEUR,  
J. L. PALMER,  
E. MAYER,

J. T. WRIGHT,  
JOSEPH VALLÉE,  
H. A. BOURRET,  
C. RAYMOND,  
ROBERT MILLER,

who were immediately required to comply with the regulations of the Department in this respect. In reference to other members of the staff, Mr. Freer states in evidence as follows: "The rule of the Department requiring that all employés should be sworn on entering upon duty, has not been observed, or particularly attended to, as regards the latest appointments. I am under an impression that all the old clerks have been sworn. I remember sending three or four to a magistrate for that purpose eighteen months or two years ago. The oaths or declarations are not on file in my office; they were not handed over to me by my predecessor."

In respect to other statements and suggestions in the anonymous letter, they will be more particularly considered under the head of "General Observations," in this Report.

#### CASE OF JAMES SIMPSON, LATE ASSISTANT-POSTMASTER.

JAMES SIMPSON, sworn, said:—I was Assistant Postmaster in the Montreal Post Office in 1859. About the 5th of December that year, I was taken ill and was obliged to absent myself from duty. As soon as I was able to leave my bed, I went down to the office, say about six or seven weeks from the time I was first taken ill. I did so on the advice of my physician, who thought that some occupation, for both mind and body, would aid in my more speedy recovery. I did not resume my duty at the office, nor did I go back with the intention of doing so, as my health was not equal to it. About that time a letter was received by Dr. Meilleur, then Postmaster, from the Department at Quebec, intimating that the Postmaster General did not wish me prematurely to resume my duties, taking into consideration the cause of my illness, or words to that effect. This portion of the letter was read to me by the Postmaster. About the same time Mr. F. Ritchie, of Hamilton, came down to Montreal to assume the duties of Assistant Postmaster, and Dr. Meilleur then received another letter from the Department, instructing him that leave of absence was granted me until the first of March, 1860, and not to resume duty until further communicated with. I received no further communication on the subject, but continued on leave, drawing my salary monthly, until the 30th September, 1860. Mr. Dewe, Post Office Inspector, was here for about three weeks examining the office, with a view to certain improvements. This was between the months of March and September, during which time I was called to assist him. Mr. Dewe further told me not to leave the city, or go to any distance from home which would prevent me being present at six hours' notice. This was not an official notice, but verbal advice, given lest I should be required to resume my duties as Assistant Postmaster. I was then expecting daily to hear from the Department on the subject. About October, 1860, I received a letter from the Postmaster, Dr. Meilleur, informing me that he had received instructions, through the Post Office Inspector, that my salary as assistant Postmaster should be discontinued from the 30th September, 1860. From that time until the 1st April, 1861, I was paid nothing. I was absent from duty during all that period, and until I was appointed to a third-class clerkship on the 1st April, 1861. During nearly the whole period of my sickness and absence from duty,

I occupied rooms in the Post Office building with my family, as a residence, with the allowance of free occupation, light and fuel. I was instructed by Mr. Freer to vacate the apartments I occupied, during the first week in March, 1861, as they were required to carry out improvements. In the latter part of March, Mr. Freer sent for me and read from a letter he had received from the Department, that I was to be taken into the office as a third-class clerk, at the salary of six hundred dollars per annum. I entered accordingly and continue to fill that position, the salary having been advanced since the first of April last (1862) from \$600 to \$640 a-year. The letter now produced, dated Montreal, 8th August, 1862, addressed to the Postmaster General, was written by me. My object in writing the letter was to get my salary raised, and if possible obtain arrears which I considered due me as Assistant Postmaster, that is, for the time my pay was stopped until I was appointed to my present position as a third-class clerk. I had no other object whatever in writing that letter. Although I asked in that letter to be re-instated in my former position as Assistant Postmaster, I did not expect to be re-instated as the situation was already filled up, but I merely made the application that I might receive something as an equivalent.

*Question.*—Explain why you refer in your letter to an examination had before Messrs. Dewe and Freer, in February, 1860, and charge these gentlemen using some undue influence to induce you to admit the charge which had been preferred against you, to withdraw certain medical certificates you had produced in your defence, and of afterwards having magnified your confessions to a greater extent than they were warranted to do.

*Answer.*—My object in saying this was that Mr. Dewe (Mr. Freer concurring) stated to me that the best way to do was to make a full confession of any acts of intemperance on my part. I am not aware what statements had been made to the Department in regard to my confessions by these gentlemen. Had I known what that statement was, I would not have charged them with having magnified my confessions or with having wrung such confession from me. The statement or confession I made to these gentlemen was, to the best of my recollection, true and correct. The substance of that confession was, that I first commenced, from failing health, to take beer and porter. In the spring of 1859, finding that the use of these injured rather than benefited my health, I discontinued the use of them, and commenced to use port wine; and I still admit that I went beyond the bounds of prudence occasionally, at the same time, to the best of my knowledge, not to such an extent as to interfere with my duties in the office. I stated to Messrs. Dewe & Freer, on the occasion referred to, that finding that the use of stimulants was injurious to my health, I discontinued the use of them for six weeks previous to my illness. (Read the statement of Mr. Simpson from Messrs. Dewe and Freer's report, which he admits is in substance, to the best of his recollection, correct.) I did not intend to say that confession was wrung out of me. I mean to say that they only advised. Had I heard what these gentlemen have stated in their report, I would not have charged them with magnifying my confession, and I wish and do now withdraw the charge. My object in obtaining the medical certificate was to show that my illness was not caused by intemperance. When I refer, in my letter to the Postmaster General now under consideration, to my leave of absence being coupled with the condition that I should remain within six hours call of the Post Office, which prevented me seeking that change of air which was desirable for my health, I wish to say that that condition was not coupled with my official leave of absence, but simply on the verbal advice of Mr. Dewe. In reply to the enquiry as to whether I have now any cause of complaint, either against the Postmaster or any other employé in the Post Office, I beg to say that I have no just reason to complain; but rather to feel that I am more leniently dealt with than others in the performance of the duty allotted to me.

*Question by Mr. Freer.*—I remember once that Mr. Freer charged me with being intoxicated, and threatened to report me to Mr. Griffin. I followed him up stairs, requested him not to do so, and assured him there would be no further occasion to do so.

DR. MEILLEUR stated:—I was Postmaster of Montreal from the 1st July, 1855, to 1st February, 1861. Mr. James Simpson was then Money Order and Registered Letter Clerk, from which he was promoted to be Assistant Postmaster in 1857. Regular in attendance at the office and duty. I have seen him once under the influence of liquor while on duty, and was astonished to see him in that state; this was a short time previous to his being taken ill. There was another time when I had reason to believe that Mr. James Simpson was under the

influence of liquor a few days subsequently, but not so much so. I reprov'd him on those occasions, especially the first time; Mr. Simpson came to my room, which gave me the opportunity. He expressed himself sorry, and promised that if I would pardon him, it would not occur again. Mr. Simpson stated it was an accident. To my knowledge it occurred once more. It was near the time Mr. Simpson was taken ill. I did not allude to it as the cause of his illness. He was afflicted at the time, and I went to see him daily, but did not feel it right to allude to it as the cause of his illness. He was confined to his bed then, dangerously ill. I may be wrong as to the short time those cases occurred before Mr. Simpson's illness. Mr. Simpson has sworn that he had not drank any stimulant for six weeks previous to his illness, and I may be wrong as to dates. I could not say that Mr. Simpson's illness was caused by intemperance. It might or it might not have been produced from that cause. It apparently was.

(Signed,)

J. B. MEILLEUR.

E. S. FREER sworn, said:—I am Postmaster of Montreal. In 1859 and 1860, I was Post Office Inspector. I was instructed by the Department, in 1860, to hold an investigation, in conjunction with Mr. Dewe, into the state of the Montreal Post Office. I considered that the management of the Office by Mr. Simpson, then Assistant Postmaster, under Dr. Meilleur, then Postmaster, formed part of the enquiry embraced in our instructions. Mr. Simpson, when questioned on the subject of his habits, presented two certificates, the one a medical one, the other signed by the Clerks in the Montreal Post Office, the object of which was to establish that he had never been intemperate, as I understood. Being persuaded, from my personal knowledge, that the persons who had written these certificates had not been acquainted with the habits of his life, I insisted upon the withdrawal of these certificates, and that Mr. Simpson should make a free confession that he was addicted to habits of intemperance, to which he consented—we (that is, Mr. Dewe and myself) giving him to understand that his long services and other circumstances which we considered in his favor, we should recommend that he be restored to the Office. I am not sure that we told Mr. Simpson that we should ask for his restoration to his former position as Assistant Postmaster, but that we would recommend his case favorably. As far as I recollect, Mr. Simpson appeared to concur readily in what we had recommended. As well as I recollect, what is embodied in our report as to Mr. Simpson's confession is correct. Of my own knowledge, I have seen Mr. Simpson what I may call completely intoxicated, while on duty in the Office, on two occasions. I had a suspicion that he was inclining to such habits prior to that time, but felt that it would be hurtful to his feelings to speak to him on the subject. After the two occasions referred to, I saw him again, about the beginning of November, so much intoxicated that I asked him to leave the Office and go up stairs. He resided above the Office at that time. On that occasion (November, 1860), I went in to Dr. Meilleur and asked him if he was aware to what extent Mr. Simpson's habits led him. Dr. Meilleur appeared to be then cognizant of the fact. I made no official Report to the Department then of what I had observed. Being desirous of reclaiming Mr. Simpson as soon as possible, I went to see Mr. J. C. Beckett, Editor and Proprietor of the "*Temperance Advocate*," about the first week in November, 1860, telling him that I was anxious to save Mr. Simpson, and begging him to go and see him. I took no proceedings whatever against Mr. Simpson until I had learned that he had been laid on his bed, ill. It might have been a few weeks after the third occasion I had observed him intoxicated. Knowing that the Post Office was without proper direction, I wrote, unofficially, to Mr. Griffin, Deputy Postmaster General, suggesting that some one should be sent up to act as Assistant Postmaster. The reply was, that had I told one tithe officially, what I had told unofficially, regarding Mr. Simpson, I should have saved a great deal of inconvenience, or to that purport. With regard to the suspension of Mr. Simpson, I think it was in the shape of two months' leave of absence, but I think the object of it was to prevent his return to the office, Mr. Ritchie being then acting Assistant-Postmaster. On the 1st February, 1861, I became Postmaster. Mr. Simpson returned to the office as a third-class clerk in April, 1861. His habits since have been regular and steady, as far as I know. Feeling doubts as to Mr. Simpson's ability to continue steady, I do not think that, from my previous knowledge of him, it would have been desirable to have re-appointed him to his former position as Assistant Postmaster.

(Signed,)

E. S. FREER.

JOHN C. BECKETT, sworn, said—

I reside in Montreal, and am editor and proprietor of the "*Temperance Advocate*." I recollect having an interview with Mr. Freer in reference to Mr. Simpson, on two occasions (about November, 1859), at my own house. The object was that he (Mr. Freer) felt anxious for Mr. Simpson, who, he believed, was getting into habits which would be destructive of his position in the Post Office, and injurious to his family. Mr. Freer urged me to go personally and see him: I went and did see Mr. Simpson, and had a conversation with him. I was not aware until then that Mr. Simpson was so far overcome. He, on that occasion, signed the Temperance Pledge. I also mentioned that Mr. Freer's object was a kind one, it was with a view to his (Mr. Simpson's) restoration, and to avoid having to report him. Mr. Simpson admitted to me that he had indulged too freely, but now he had made up his mind to give it up, and, as an evidence, he came up and signed the Pledge Book on the 4th November, 1859. I have never, myself, seen Mr. Simpson under the influence of liquor.

(Signed,)

J. C. BECKETT.

The evidence given by Dr. Meilleur and Mr. E. S. Freer, and the admission made by Mr. James Simpson, furnish satisfactory proof that the latter, during the time he was Assistant Postmaster in the Montreal Office, was guilty of using intoxicating drinks to excess. This fact we regard as fully established.

Mr. Simpson entered the office about twenty-one years ago, and in July, 1857, was appointed Assistant Postmaster, which position he held until leave of absence was given him in December, 1859. Mr. Simpson was paid his salary as Assistant Postmaster until 1st October, 1860, at which date, by order of the Postmaster General, he was suspended and his pay stopped. Mr. Simpson remained away from the office from December, 1859, until April, 1861; at the latter date he returned to the Montreal Office as a clerk of the third class. On the 9th August, 1861, Mr. McEvenue was appointed Assistant Postmaster, and from the time leave of absence was granted to Mr. Simpson, until 1st February, 1861, Mr. F. Ritchie was Acting Assistant Postmaster. It would seem that between the 1st February, 1861, and the date of Mr. McEvenue's appointment, the office of Assistant Postmaster was vacant. Since the return of Mr. Simpson to the Montreal Post Office, he has acted as afternoon registered letter clerk.

It is much to be regretted that Mr. Simpson should have been guilty of a vice which, as he was very well aware, had occasioned much annoyance, and had also interfered with the proper performance of office duties. When it is remembered that Mr. Simpson was the Assistant Postmaster, and that his misconduct happened at a period when it was highly necessary that he should have exercised an intelligent and thorough supervision over those engaged in the office (particularly as the late Postmaster, Dr. Meilleur, owing to his advanced age and inexperience in the management of the Post Office, was admitted and understood to be incapable of taking direction of its affairs), it will be seen that the Department acted with great lenity in permitting him to return to the office, although as a third class clerk.

In the month of February, 1860, Messrs. J. Dewe and E. S. Freer, in accordance with instructions given to them by the Department, inquired into the charge of intemperance preferred by Dr. Meilleur against Mr. Simpson, which led to his suspension and subsequent degradation in rank. Mr. Simpson is reported to have admitted his guilt. (See paper endorsed "*Montreal Post Office: Report of condition, &c., &c., from J. Dewe, Esq., P. O. Inspector, 16th February, 1860,*" marked No. 1.) In his communication, dated 8th August, 1862, addressed to the Postmaster General, in referring to the examination in question, Mr. Simpson states:

"I was told by these gentlemen that if I would admit my error to the fullest extent, it would be best to be excused; they also induced me to withdraw the accompanying certificates from Dr. Godfrey, as well as that from the principal clerks in the Post Office, (the latter document is in the Postmaster General's Office at Quebec), to the withdrawal of which I consented, little supposing that other objects were contemplated. These gentlemen magnified my confessions, I believe, to a much greater extent than the admissions wrung from me would justify."

On reading to Mr. Simpson the statement contained in Messrs. Dewe and Freer's Report as to the admission made by him, he admitted that it was correct. That portion of the Report which recommended that he should be re-instated was then read to Mr. Simpson, and on hearing it he expressed his regret that he had written the letter alluded to. Mr. Simpson added that his letter was prepared under an impression that the gentlemen mentioned had not recommended that he be restored to his former office, as they gave him to understand they would do upon his making a frank and full confession in reference to his drinking habits. He acknowledged that the admissions made were not wrung from him; that, acting upon the advice of Messrs. Dewe and Freer, they were made willingly. Mr. Simpson expressed his desire to withdraw the accusation that Messrs. Dewe and Freer had used unfair means to obtain from him a confession of his fault, as it was not correct.

Mr. Simpson states that in conversation with Mr. Dewe, the latter advised him (in a friendly way, and not officially) to remain in Montreal, or where he could be readily communicated with in the event of his being required to return to the office, and it is to this conversation which Mr. Simpson alludes when in his letter he states that his leave of absence was coupled with the condition that he "was not to be absent at any distance which would require more than six hours to procure my re-appearance." Although Mr. Simpson requests in his letter under consideration that he be reinstated in his former position as Assistant Postmaster, in his evidence he says:

"My object in writing the letter was to get my salary raised, and, if possible, obtain arrears which I considered due to me as Assistant Postmaster; that is, from the time my pay was stopped until I was appointed to my present position as a third class clerk. I had no other object whatever in writing the letter. Although I asked in that letter to be reinstated in my former position as Assistant-Postmaster, I did not expect to be re-instated, as the situation was already filled up; but I merely made the application that I might receive something as an equivalent."

#### CASE OF WILLIAM MCGILLIVRAY.

E. S. Freer, Postmaster, sworn, said:

William McGillivray, a clerk in the Montreal Post Office, was suspended from duty and pay on the 14th May, 1861.

The Post Office Inspector's Report on the cases of P. W. Cooper and William McGillivray, dated 10th February, 1859, and addressed to the Postmaster General, was read by Mr. Freer.

*Question*—You took charge of the Post Office at Montreal on the 1st February, 1861; at what time was Mr. William McGillivray, a clerk in that office, suspended from duty?

*Answer*—He was suspended by official letter from me, dated 14th May, 1861.

*Question*—From the 1st February up to the period of his suspension in May, was Mr. McGillivray absent from duty, and if so, at what period and for what time?

*Answer*—I have no recollection of any periods of absence. His first absence, as far as I can recollect, was on or about the 24th April, 1861.

*Question*—What was the cause of that absence?

*Answer*—The reason assigned in a certificate from Dr. Fenwick, sent in by Mr. McGillivray, was illness from an attack of inflammatory rheumatism.

*Question*—When did Mr. McGillivray return to duty?

*Answer*—He resumed his duties on the 27th April, 1862.

*Question*—What was the cause of this long absence?

*Answer*—In transmitting Mr. McGillivray's medical certificate to the Postmaster General, I took occasion to state that his (Mr. McGillivray's) illness had been aggravated by his habits of intemperance.

*Question*—Did you, in connection with this, make any statement urging an inquiry into his case?

*Answer*—No. But shortly after I had sent my communication to Quebec, the Postmaster General directed the Post Office Inspector to institute an inquiry into the case of William McGillivray, which enquiry was made accordingly, on the 20th June, 1861. On the 16th May, 1861, I received a letter from the Deputy Postmaster General, informing me that the charges against Mr. William McGillivray were to be investigated; and pending such investigation, that he should be suspended from duty and pay. On the 1st June

I received another letter from the Deputy Postmaster General rescinding so much of his former letter as referred to the suspension of pay. The next communication I received was a letter from the Deputy Postmaster General, addressed to me in consequence of an official letter which had been addressed by Mr. McGillivray to the Postmaster General, complaining that on the 1st of September, I had refused to pay him his salary due 31st August. This letter was dated 7th September, 1861, and directed me to continue paying Mr. McGillivray, unless the Postmaster General had otherwise ordered, which I did until his return to duty.

*Question*—About what time did you discover that Mr. McGillivray was addicted to habits of intemperance?

*Answer*—In the winter of 1858 and 1859, when required as Post Office Inspector to investigate certain charges made against Mr. P. W. Cooper and William McGillivray, my report on which was made by order of the Postmaster General, in consequence of certain charges preferred against those clerks by the then Postmaster, Dr. Meilleur. The result of the investigation, as stated in my Official Report, was that the charge of habitual intoxication was admitted as regards McGillivray, and the Postmaster General overlooked the offence, assuring him, Mr. McGillivray, that a repetition of it would be followed by instant dismissal.

*Question*—Had you ever yourself seen Mr. McGillivray under the influence of liquor subsequent to the Postmaster General overlooking the offence above referred to?

*Answer*—To my own personal knowledge, Mr. McGillivray had continued the habit of taking strong drink during the period of office hours, although I have never seen him so much under its influence as to be unfit for duty. Dr. Meilleur had also frequently reported to me, as Post Office Inspector, that Mr. McGillivray, notwithstanding the Postmaster General's forgiveness, still continued to drink. From first February, 1861, when I assumed the Postmastership, I have had a better opportunity of observing the habits of the Post Office Clerks, and I would say that in the first week in February, 1861, Mr. McGillivray came to my room to speak to me, and I then observed that he smelt very strongly of drink. I reproached him very vehemently. He admitted that he had taken a glass of wine that morning (it was somewhere between the hours of nine and eleven o'clock A.M.). I then threatened to report him to the Postmaster General. He begged me not to do so, and promised that he would give up drinking altogether, and I did not then report him. From that time until his illness in April, 1861, my impression is, from his appearance and observing the smell of liquor about him, that he did not refrain from drinking as he had promised. I never saw him unfit for duty during that period,—I mean entirely unfit.

*Question*—What led to your making the observation you did in sending Mr. McGillivray's certificate to the Postmaster General, that the disease he was then laboring under was aggravated by habits of intemperance?

*Answer*—The exact words used in my letter, which is dated 4th May, 1861, were: "I would here remark that Mr. McGillivray's illness is certainly the consequence of intemperance. It will be recollected that, under your instructions, an inquiry was made into his habits, and resulted in his being forgiven on condition of future amendment. On taking charge in February last, having discovered in him a return to his old ways, I took no further proceedings than a serious admonition, which has certainly not had the desired effect, as the doctor himself who signed the certificate admits, that his illness has been aggravated by his habits."

*Question*—By what means was Mr. McGillivray restored to his duties?

*Answer*—By special letter from the Postmaster General, instructing me to that effect. On the 21st April, 1862, I communicated this decision to Mr. McGillivray by letter addressed to him at Smith's Falls, in care of the Postmaster at Brockville, as follows:—

MONTREAL, 21st April, 1862.

"Postmaster, Brockville.

"Please write this afternoon to Mr. McGillivray, Smith's Falls, that the Postmaster General desires his return, immediately, to his duty at Montreal Post Office. He will receive official notification to-morrow, at Brockville."

(Signed,)

E. S. FREER.

My object in taking this course was to save time, not being certain of his whereabouts. Mr. McGillivray returned to Montreal on the 26th April, and resumed his duties in the Post Office on the 27th April, 1862.

*Question*—What have been Mr. McGillivray's habits since he returned to duty?

*Answer*—In regard to his former habits I will say, that since his return to duty I have not observed any indications of intemperance.

(Signed,)

E. S. FREER.

*Memo.*—At this stage of the proceedings an opportunity was afforded Mr. McGillivray to ask Mr. Freer any question he might desire; he stated he had none to ask.

JAMES GILLARD sworn, said:—I reside in Montreal, and am a carpenter by trade. Am in the habit of doing work at the Montreal Post Office. I know Mr. William McGillivray, a clerk in the Post Office, and remember being present in Mr. Freer's room, in February, 1861, when Mr. McGillivray entered to speak to Mr. Freer on some business respecting the lower office, that is the Post Office. I could not say that I observed anything unusual about Mr. McGillivray, or anything to indicate that he had been drinking. He walked steady. Mr. Freer, addressing Mr. McGillivray, said, "I see you have been drinking again." Mr. McGillivray denied that he had been drinking, and then went towards the door. I am not certain whether he went outside the door or not. I think Mr. Freer followed him (Mr. McGillivray) out on the landing at the head of the stairs leading to the lower office, and when there I heard Mr. McGillivray promise that he would not do it again. Supposed that he referred to the charge made against him by Mr. Freer. I did not hear Mr. McGillivray admit to Mr. Freer that he had been drinking that morning. Mr. McGillivray did not return to the room, but went down stairs. Mr. Freer returned to the room. I heard Mr. Freer reprove Mr. McGillivray, stating that such conduct would not be allowed, and that he (Mr. Freer) could not bear with it and would not tolerate it in the office. Mr. Freer did not use any improper language, but he was angry. I have not seen Mr. McGillivray at any time under the influence of liquor. I seldom see him except during office hours. I was formerly examined in this case by the Post Office Inspector, and made an affidavit on the 20th March, 1861.

*Question* (by Mr. Freer)—Is the affidavit made by you in the McGillivray case correct?

*Answer*—It is correct.

*Question*—There being a discrepancy between your present testimony and that affidavit, as regards Mr. McGillivray's appearance, how do you account for it?

*Answer*—I cannot account for it, owing to the time which has elapsed since it was written. That affidavit has not been shown to me.

*Question* (by Mr. McGillivray)—Did Mr. Freer not order you out of the room?

*Answer*—No sir.

*Question*—Was it not after eleven o'clock A.M.?

*Answer*—I am not certain. I should think between ten o'clock and half-past eleven A.M.

*Question*—Has Mr. Freer not held out some promise to you in regard to this evidence?

*Answer*—No sir; never.

*Question*—Are you quite sure that you did not hear Mr. Freer say, "By Heavens?" with a great deal of anger and emotion?

*Answer*—No sir, I did not.

(Signed,)

JAMES GILLARD.

JOHN T. WRIGHT, sworn said, —I am a clerk in the Montreal Post Office, and was present in the room adjoining Mr. Freer's room, in February, 1861, on the occasion to which you refer. Mr. McGillivray came into Mr. Freer's room with some papers in his hand. I heard Mr. Freer say, "This is too bad, Mr. McGillivray; here you are, at this time of the morning, smelling of drink, as strong as possible;" and, raising a louder tone of voice, said, "Confound it, why can't you keep from it?" Mr. McGillivray said something in reply, in an under tone, which I did not hear distinctly. I then came forward nearer to the door from where I was sitting. The door was open. I heard Mr. McGillivray say,

in a tone of apology, "I admit that I have been taking something; I have just taken a glass of wine." Mr. Freer said, in an excited tone, "I don't care about your glasses of wine. I won't have it. I'll have nothing more to do with you, but suspend you at once, and report you to the Postmaster General." Mr. McGillivray said, in answer, "Well, Mr. Freer, I have, as I have stated, taken a glass of wine, but if you will look over it, it shall not occur again." Mr. Freer said, "Well, let it be so, and let it not occur again." And then Mr. McGillivray left the room and went down stairs.

*Question* (by Mr. Freer)—Did you hear me cursing and swearing?

*Answer*—No. The strongest word I heard you use was "confound it."

*Question*—Did I tear about the room like a mad man, as stated by Mr. McGillivray?

*Answer*—No. You walked once across the room and stirred the fire.

*Question*—Why was your evidence not taken on the former examination in this case?

*Answer*—I declined, remarking that Mr. McGillivray had suffered enough for any irregularity he had been guilty of.

*Question*—Did you see Mr. McGillivray that morning?

*Answer*—Yes. I think he was under the influence of drink at that time, although not unfit for duty. I formed this opinion from his flushed countenance and blood-shot eyes, which I think was not the effect of sudden excitement, but of drinking early in the morning.

*Question* (by Mr. McGillivray)—Was not Mr. Freer very angry on the occasion referred to?

*Answer*—No. He was excited, but I have seen him excited in a similar manner before. It is a subject which very easily excites him.

(Signed,)

J. T. WRIGHT.

DR. MEILLEUR said:—Have been Postmaster of Montreal. Was first appointed in July, 1855, and held it until first February, 1861. Mr. McGillivray was a clerk during the whole period of my holding the Postmastership. About two years after I entered office, say in July, 1857, I noticed that Mr. McGillivray was addicted to habits of drinking, from his appearance and actions. I had frequent occasion to reprove him. He always denied it to me, but once admitted it, in the presence of the Postmaster General, the Hon. Sidney Smith, about February, 1859. He was then verbally suspended along with Mr. Cooper, but at my solicitation the Postmaster General withdrew his suspension as regarded Mr. McGillivray. Mr. McGillivray acknowledged, on that occasion, that he did drink, but not during office hours. I have never seen him entirely unfit for duty, but he has some times been so much under the influence that I was doubtful whether he would or could do right. I observed him in that condition three or four times a week. I never saw him wholly unfit for duty. This habit he indulged in, more or less, during the whole of the latter part of my incumbency, say for about three years. Having heard the statement I made in writing on the occasion of my former examination, 19th June, 1861, read to me now, I am prepared to state that it is true.

(Signed,)

J. B. MEILLEUR.

It would appear, from the foregoing evidence, in reference to the case of Mr. William McGillivray, that he had been in the habit of indulging in the use of strong drink, to a greater or less degree, from July, 1857, up to the period of his illness, in April, 1861. Dr. Meilleur states that he frequently observed McGillivray under the influence of liquor whilst in the office, although not to an extent that would altogether unfit him for duty.

In February, 1859, Mr. Freer, at that time Post Office Inspector, was instructed by the Department to inquire into a charge of insobriety on the part of Mr. McGillivray, made by Dr. Meilleur. Mr. Freer states that the correctness of the charge was admitted, and Mr. McGillivray does not attempt to deny that such an admission was made. Dr. Meilleur's statement, as well as that of Mr. Freer, tends to show that Mr. McGillivray did not abandon the habit of using intoxicating drink, but that he continued it nearly if not quite up to his illness, in April, 1861.

Mr. Freer entered upon his duties as Postmaster of Montreal in February, 1861. He intimates that, judging from Mr. McGillivray's appearance, and having discovered the smell of liquor upon him, it is his opinion that he did not refrain from the practice of

using intoxicating drinks up to the period of his sickness. In support of this opinion, Mr. Freer states that, during the first week of February, 1861, Mr. McGillivray came into his room, and, whilst in conversation with him, he detected the smell of strong drink; that he reproved him sharply for drinking, and informed him that, unless he gave up the practice altogether, he would certainly report him and recommend his dismissal. Mr. McGillivray acknowledged to Mr. Freer that he had just taken a glass of wine.

On the 24th April, 1861, Mr. McGillivray was absent from duty, and enclosed to Mr. Freer, the Postmaster, a certificate from his medical attendant, Dr. Fenwick, of Montreal, in which it is represented that he, Mr. McGillivray, was labouring under an attack of inflammatory rheumatism. In his letter, dated the 4th May, 1861, in which the absence of Mr. McGillivray is reported to the Department, Mr. Freer states, "I would here remark that Mr. McGillivray's illness is certainly the consequence of intemperance." Mr. Freer explained that he was led to make this assertion from what he had himself observed, and in consequence of the verbal statement to that effect which had been made to him by Dr. Fenwick, although he is aware that Dr. Fenwick now denies having made such an acknowledgment. It would seem that, owing to the representation made to the Department by Mr. Freer, Mr. McGillivray was suspended from duty and pay, by letter dated 6th May, 1861, addressed to Mr. King, Post Office Inspector. Mr. McGillivray was notified of his suspension by letter from Mr. Freer, dated 18th May, 1861. An investigation in reference to Mr. McGillivray's conduct was made by Mr. King on the 20th June, 1861 (see Mr. King's Report, A, No. 536, dated 20th June, 1861, and the papers connected therewith). In a letter from the Department, dated 1st June, 1861, Mr. Freer was informed that so much of the order of the 6th May as directed the suspension of Mr. McGillivray's pay had been rescinded. Mr. McGillivray received his salary in full from the date he was suspended, 18th May, 1861, until he was re-instated, in April, 1862, a period of about one year. Payment was usually made at the close of each month.

That Mr. McGillivray was in the habit of using strong drink, prior to his illness, there does not seem to be any reason to doubt; it is in fact admitted by Mr. McGillivray himself. Apart, however, from the opinion alleged to have been given by Dr. Fenwick to Mr. Freer, there does not appear to have been sufficient evidence to show that Mr. McGillivray drank to excess within a considerable space of time, immediately before his affliction, or to justify the remark that his illness was directly, or more remotely the consequence of intemperance.

In his letter, dated 22nd June, 1861, Mr. McGillivray charges Mr. Freer with the exercise of "duplicity," "malignity" and "vindictiveness," in his official intercourse with the clerks in the Montreal Office, and with entertaining the desire "to work several well-established clerks out of the office," in order to make room for "friends" of his own who are outsiders. In Mr. McGillivray's defence, (so called, marked I, attached to Mr. King's Report,) some of these charges are repeated. A careful examination of the clerks and the other employés has failed to show that there has been, on the part of Mr. Freer, an exercise of undue severity towards, or of a more than necessary supervision over, any of the persons connected with the Montreal Office, nor does there seem to be anything to indicate that Mr. Freer cherished the desire to have one or more of the clerks removed from the establishment, simply to make room for others. In the case of one or two members of the staff who appeared to entertain the opinion that surveillance, more strict than was necessary, had been kept over them, we are of opinion, from Mr. Freer's explanation, the particulars of which are fully sustained by other testimony, that rigid discipline, as far as these gentlemen were concerned, was quite essential.

The statement made by Mr. McGillivray, that Mr. Freer, on the occasion of his charging him with drinking, in the first week of February, 1861, already referred to, was guilty of "cursing, swearing and making mad-manlike gestures," is denied by Mr. Gillard and Mr. Wright, who were present, the former in the same room with Mr. Freer, and the latter in an adjoining room, the door being open, and leading directly into the apartment in which the interview between Mr. Freer and Mr. McGillivray took place.

Mr. Freer states that Mr. McGillivray's deportment in the office, at or about the time of his return in April last, and on various occasions since then, has exhibited something of bravado, and a lack of proper respect for himself (Mr. Freer) as Postmaster. The letter and defence of Mr. McGillivray, already mentioned, gives a strong confirmation of

the correctness of Mr. Freer's statement, even if there had been an absence of more direct proof.

The communications in question afford the strongest possible evidence of a tendency to insubordination on the part of Mr. McGillivray, and of an utter disregard for the position and authority of his superior officer.

It is due to Mr. McGillivray to state that no complaint is made of his habits, as far as drinking is concerned, since his return to duty in April last.

The letters and papers referred to, in connection with Mr. McGillivray's case, will be found amongst the documents endorsed "Papers relating to inquiry into charges against Mr. McGillivray, a third class clerk in the Montreal Office," marked No. 2.

*[Qualifications and duties of Employés in the Montreal Post Office.]*

B. McEvenue, Assistant Postmaster; has been connected with the Montreal Post Office for many years, and has had much experience in Post Office affairs. He is a good penman and accountant, and is possessed of fair abilities; although somewhat advanced in years, he appears to be a tolerably efficient officer.

Michael Emery is a clerk of the second class, and is possessed of abilities which peculiarly fit him for the position he occupies as principal mail clerk. His duties are to distribute all letters posted in the city, or received from other offices for despatch, and to call off the mails when being made up. This work requires a good memory, fixedness of attention, punctuality and correctness, qualifications which Mr. Emery appears to possess.

Henry Huddell is a clerk of the 2nd class, and is entrusted with important duties connected with the making up of the English mails. He distributes the letters, keeps the mail books, checks letter bills, fills in acknowledgments and prepares English Mail Returns. When not employed with English mails, he assists in opening ordinary mails, sorting for delivery, &c. Mr. Huddell possesses good abilities, but seems to be somewhat deficient in attention and activity.

McDuff Simpson is morning registration clerk, and ranks in the second class. He is diligent, efficient and attentive; his hours are from 4 A.M., to 1 P.M., and he is punctual in his attendance. He opens mails arriving during the night; enters registered letters; prepares those for city delivery and for despatch by the mails. He also attends to the receiving and delivery of registered letters at the Registered Letter Wicket, and is possessed of such a general knowledge of Post Office business that he is equally efficient at any duty which may be assigned him.

Maurice Murphy is a clerk of the second class. His appointment dates from April, 1845. He is possessed of a remarkable memory; and this, coupled with his practical knowledge and experience, peculiarly fit him for the duty more especially assigned to him as general sorter for box delivery distribution and letter-carriers' divisions. He appears to stand high in the confidence and esteem of the Postmaster, as well as of his fellow clerks. Is punctual in his attendance and correct in the performance of duty.

James Maitland is monthly sheet clerk; that is, he transcribes the amounts charged in Mail Sent Book into the Monthly Sheets; and also enters Letter Bills into Mails Received Book, which he likewise transcribes into Monthly Sheets. He has now added to his former duty the United States Monthly Sheets. Mr. Maitland is possessed of very good abilities; is correct in his accounts, and writes a good hand. His office hours are from 8.30 A.M. to 6 P.M.

Ulric Benoit is a clerk of the third class: His duties are principally connected with the despatch of the early mails, his hours being from 4 A.M. to 1 P.M. He is very active and expert in the performance of his duty, but is not punctual in his attendance, which is the cause of much complaint on the part of both the Postmaster and Assistant Postmaster.

John McKeon is a mail clerk of the third class, appointed in 1853. His duties are similar to those of Mr. Benoit. His office hours are from 5.30 to 8 A.M., and from 1 to 7 P.M. He sorts letters and calls off mails; has a good knowledge of the circulation and mail duty; is punctual in attendance, and willing and ready to attend to any duty assigned him.

Alexander Robertson, a clerk of the third class: Is principal newspaper sorter for early mails. His hours are from 4 A.M., to 1 P.M. Although somewhat advanced in years, he is diligent in the performance of his duty, and punctual in his attendance.

Léon Malard, a clerk of the third class—Hours, from 7 A.M., to 7 P.M.: Is principal general delivery clerk; a duty, for the right performance of which he is qualified, by upwards of seven years' experience; is of an obliging disposition, active habits, punctual in attendance, and ambitious to promote the efficiency of the office generally.

William McGillivray is a clerk of the third class, appointed in 1855. He performs the duty of wicket clerk in the box delivery, and assists in making up the afternoon mails. His capacity, knowledge and experience fit him to occupy a creditable position in the staff; but he is sadly deficient, as a clerk, in that obedience and respect which are due to his superior officer. The spirit of insubordination he has manifested, and his general conduct, have not exerted a beneficial influence on the staff.

James Simpson—formerly Assistant Postmaster, now a clerk of the third class: Is one of the oldest members of the staff. His appointment dates from 1841. The manner in which he had advanced himself from the lowest to the highest position in the staff attests his ability; and his present position, as afternoon registered letter clerk, is the result of past misconduct.

Oliver Raymond, a clerk of the third class: Has served six years on the staff; is capable and active, but lacks ambition; being dissatisfied with his official position and having other interests to engage his attention. His disregard of the regulations of the office as to the hours of attendance, and his repeated applications for leave of absence, as well as his manifestation of the want of due respect to his superior officers, have not presented a desirable example to the staff.

Andrew Green, Money Order Clerk, was transferred from the Railway Mail Service to the Montreal Post Office, in December, 1858. He is thoroughly reliable; correct in all his accounts; and besides the duty devolving upon him in connection with the Money Order business, keeps the account of postage stamp sales, box rents, and monies received in payment of postage bills. His hours are from 9 A.M., to 4 P.M., during which the Money Order Office is open to the public.

Alfred D'Amour, a clerk of the fourth class, appointed March, 1861: Performs the duty of delivery clerk, and has charge of Wicket No. 2. He is a person of education, and was a notary public by profession at the time of his appointment. His manner is obliging and courteous, and he is punctual in observing the rules of the office.

Robert Millar—a clerk of the fourth class, appointed March, 1861: Is willing, but incapable of performing the ordinary work devolving on a Post Office Clerk. He has been employed stamping letters. Has twice presented himself before the Civil Service Board of Examiners, but has failed to obtain a certificate of qualification.

James McNab, a clerk of the 4th class, appointed March, 1861: Is, by his previous social position in life, unfitted for the active and continuous exertion necessary to the successful performance of Post Office duty, which appears to be irksome and distasteful to him. He has performed the duty of taking letters from the receiver, stamping them, filling in acknowledgments of Railway Mail Clerk's letter bills, which, both Postmaster and Assistant affirm, has been performed in a careless and inaccurate manner. He is proverbial for his want of punctuality in attendance, and for leaving the office before the appointed hour.

V. Baillargeon, a clerk of the 4th class, appointed March, 1861: Is principally employed in sorting newspapers and assisting in the making up and despatch of afternoon mails. His hours of attendance are from 1 to 11 P.M. He is punctual in attendance, and a good penman—has acquired a tolerable knowledge of his duties, and performs them willingly and with assiduity.

J. T. Wright, who ranks as a 4th class Clerk, was appointed a member of the staff on the 9th August, 1861. The duties he performs may be best understood under the designation of Secretary to the Postmaster. He is possessed of good abilities; is an excellent penman, a first-class accountant, and is qualified to perform any duty which may be assigned him in connection with the Post Office. His hours are from 9 to 5 P.M. His separation from any participation in the general work of the mailing or delivery departments of the office has given rise to feelings of jealousy on the part of certain members of the staff, which a change of his hours and duties will tend to remove. Mr. Wright, besides his duties as a clerk in the Post Office, carries on the business of a tobacconist in the city.

John J. Stewart,—rank and date of appointment the same as Mr. Wright's: Is a delivery clerk, and assists at Wicket No. 2. Office hours from 7 A.M. to 7 P.M. Is regular and punctual in the performance of his duties.

Joseph Vallée, appointed 9th August, 1861, ranks as a clerk of the 4th class. His hours of attendance are from 4 A.M. to 1 P.M. He is remarkable for punctuality in attendance, assists in parcelling and despatching morning mails, and sorting newspapers, and is diligent and assiduous in the performance of duty.

Thomas F. Larseneur, rank and date of appointment the same as preceding, is a delivery clerk, attending Wicket No. 2, and assists in the general work of sorting and distribution, besides writing out lists of advertised letters. His penmanship is superior, and his aptitude for acquiring a knowledge of duty is good. After sufficient experience, he will make a valuable member of the staff.

H. A. Bourret is assistant general delivery clerk, appointed August, 1861, to a 4th class clerkship. Hours from 7 A.M. to 7 P.M. Is engaged in sorting letters and newspapers in that department; and on the arrival of English mails; or when business is pressing, also sorts into boxes and drawers. He is capable, industrious and regular in the performance of duty.

Thomas Forsyth, served as a temporary letter carrier previous to his appointment as a 4th class clerk, in August, 1861. His duties are to attend at 4 o'clock A.M., to enter early morning mails in "Mails Sent Book," when being called off, and filling in amounts in letter bills, and checking registered letters despatched by mails. Mr. Forsyth's education is superior. He is of a quiet and amiable disposition, exceedingly willing, but, owing to occasional absence of mind, commits mistakes which somewhat impair his usefulness.

J. L. Palmer is a clerk of the 4th class, appointed August, 1861: Is principally engaged in sorting newspapers, but from his aptitude, the readiness with which he acquires a knowledge of the business of the office, and owing to his possessing an excellent memory and quick apprehension, he is qualified to perform any duty which may be assigned him. He is punctual in his attendance, and ambitious to excel.

George J. Carter, a clerk of the 4th class, was appointed January, 1862: Is general newspaper sorter, assists occasionally in sealing packages and rating newspapers for English mail. He appears deficient in capacity and application.

David Robinson, attached to the office as a temporary clerk since October, 1859, was appointed a clerk of the 4th class in February, 1862. He is employed as a delivery clerk at the centre wicket, and in re-directing and forwarding military correspondence and other letters mis-sent to, or re-directed from, Montreal. He is of an obliging and very social disposition, and not very scrupulous in observing the established regulations of the office, particularly as it respects giving credit for postage. His abilities are by no means inferior, but he indulges in conversation and discussions with persons at the wicket, which is highly objectionable, and tends to impede the public business.

#### LETTER CARRIERS.

There are six permanent, besides two temporary, letter-carriers on the staff of the Montreal Office, viz. :—

Phillip O'Reilly, appointed 26th September, 1852: has assigned to him the division embracing St. Mary's, St. Louis, and St. James' Suburbs, in which one delivery is made daily, which occupies from 8.30 or 9 o'clock A.M. to 7 o'clock P.M.

John James Drew, appointed 1st October, 1853. His division includes part of the city proper and portion of St. Lawrence and St. Ann's Suburbs. Makes two deliveries daily, leaving the Post Office at 10 o'clock A.M. and 1.30 P.M.

A. E. Auger, appointed 14th January, 1854. His division embraces part of St. Antoine and St. Louis wards; makes only one delivery daily. Time from 8.30 A.M. to 5.30, 6 or 7 P.M.

Louis Lafricain, appointed letter carrier 8th June, 1854. Owing to ill-health he was obliged to discontinue his labours as letter carrier in September, 1861, and since that period has been employed in the Post office, distributing newspapers and stamping letters. Hours from 4 A.M. to 1 P.M. The division assigned to him, when performing letter carrier's duty, embraced the whole of St. Antoine ward, in which he made one delivery daily.

Samuel Johnston, appointed in September, 1852, a letter carrier in Quebec Office, and transferred to Montreal 1st April, 1859; delivers for one-half of the city proper, and parts of Quebec and St. Lawrence Suburbs. He attends at office at 7 o'clock A.M., in order to select and arrange letters for the whole of the letter carriers' delivery, which adds two hours daily to his ordinary work.

Octave Filiatreault, appointed 14th October, 1861: delivers in St. Antoine and St. Joseph Suburbs, and Beaver Hall, and quarter of the city proper. His hours are from 8 o'clock A.M. to 5.30 P.M., and sometimes seven o'clock, P.M.

Edward Mayer was appointed a temporary letter carrier, 5th September, 1861, in place of Louis Lafricain, disabled by sickness. He delivers in St. Ann's Ward (part of Lafricain's division formerly).

Charles A. Raymond was appointed 5th September, 1861, to assist O. Filiatreault, on the occasion of L. Lafricain's absence. He performed duty as a temporary letter-carrier for several months, when he was taken into the Post Office, where he now remains, and is employed in taking letters from Receivers and stamping.

#### OFFICE KEEPER.

The office-keeper is Jeremiah Mullins, who held the position of messenger in the General Post Office, under Mr. Stayner, in 1841; was appointed office-keeper in Montreal office in 1851. His salary is three hundred and eighty-four dollars (\$384) per annum, with a residence for himself and family in the Post Office building, with light and fuel. He is a very steady, industrious and trustworthy man. Hours from 4 o'clock A.M. to 1 P.M.

#### MESSENGERS.

Michael Mullins performs the duty of messenger in summer and attends to the fires during the winter months; he is also permitted to occupy apartments in the Post Office building for himself and family, with light and fuel. His salary is two hundred and forty dollars (\$240) per annum. Hours from 4 o'clock A.M. to 1 P.M. He appears to be an honest, hardworking man, but can neither read nor write.

William Finton was appointed assistant or afternoon messenger in May, 1854. Hours from 1 o'clock P.M. to 11 o'clock P.M. His duties are to receive and open mail bags, checking the numbers as they arrive at the office, preparing bags for outgoing mails, attaching locks and labels thereto, preparatory to despatch, and other services connected with the general work of the office. Mr. Finton is exceedingly thoughtful, active and energetic, writes a fair hand, and his knowledge of Post Office duty generally renders him a most useful member of the staff.

#### INTERNAL ARRANGEMENTS OF THE POST OFFICE BUILDING, AND ALTERATIONS.

We have carefully examined the fittings which have been constructed in the mailing department of the office, and find that they have been prepared and arranged with a view to economize time and labor. The stamping table; the divisions into which the letters are sorted before being placed in the boxes representing the offices to which they are forwarded; the pigeon holes into which letters are put, prior to their being made up for despatch; the table on which the mail packages are prepared and sealed, and the boxes into which the newspapers are sorted, are in close proximity to each other, and have been very judiciously placed. Since the appointment of Mr. Freer as Postmaster, several improvements have been introduced which have accelerated the work of making-up mails.

In the portion of the office set apart for the delivery of letters and papers addressed to Montreal, we found it necessary to make some changes. A separate apartment had been constructed in the public lobby for the general delivery, and the duty in connection therewith was performed by two clerks, with a third one to prepare the advertised letter lists, and to make-up the unclaimed letters and papers intended for the Dead Letter Office. All the letter boxes intended for those who might engage them were already occupied. With a view to the throwing of the entire delivery into one instead of two apartments, and the obtainment of an additional number of boxes, we caused the erection put up for the general delivery to be removed, and the delivery boxes to be extended across the north-east end of the lobby; a new receiver has also been constructed, the opening to which is in the lobby.

This alteration does not curtail any of the accommodation or convenience previously afforded to the public. Two clerks can now readily perform the work which formerly engaged the time of three, and one hundred and twenty new boxes for rental have been added.

The Money Order Department, which was also isolated from the other part of the office, has been connected with the delivery, and made more convenient for the public. The lobby contained porches in front of the Money Order and Registered Letter Offices, and large railings in front of the wickets. The former have been removed, because while they greatly obstructed the lobby, they served no good purposes, and the railings, being needlessly large, have been very much reduced in size. The appearance of the lobby, too, is greatly improved. A suitable box for registered letters, two desks, and some other articles which were needed, have been provided.

By the alterations which have been made, the different parts of the office can be entered from the sorting room, and the whole of the clerks are under the immediate inspection of the Postmaster and his assistant. The cost of the improvements referred to is two hundred and ten dollars (\$210); this sum will be nearly repaid within one year by rents realized from the boxes which have been added. The plan attached to this Report will explain the principal changes alluded to.

#### BOOKS AND ACCOUNTS.

The Money Order Account Books, Registered Letter Books, Mails Sent and Received Books, English Mail Account Books, and the method of keeping the Letter Carriers' and Dead Letter accounts, Postage accounts with merchants and others, and the statements of postage received for box or drop letters, United States and other newspapers, rents collected for boxes and drawers, and fees obtained on registered letters posted at Montreal Office, were minutely inspected.

The Money Order accounts, and accounts with vendors of postage stamps are carefully, neatly and methodically kept by Mr. Green.

The mode observed in the keeping of the Registered Letter Books, and the accounts of mails sent and received, is satisfactory. The date of the delivery of registered letters addressed to Montreal, had not been entered in the Registered Letter Book; but this omission will in future be avoided. The accounts connected with the English mails were needlessly elaborate; they have been reduced, and the keeping of two books has been dispensed with. The system of keeping accounts with merchants and others has been simplified, and the labor has been very much reduced. The accounts with the letter carriers, and the accounts showing the collection of box and drawer rents, and the two cent rate obtained on registered letters posted at Montreal, are properly prepared.

The method of computing the amount of postage chargeable against the Montreal Office, on papers and pamphlets received from the United States, has been to place the money received therefor in a separate box, and compute and charge the sum daily. This plan being an objectionable one, instructions have been given to open a special account for postage on the United States matter alluded to, and to enter the amount of such postage before the papers and pamphlets are distributed for delivery.

The Monthly Sheets, for Provincial and United States correspondence, are made up by Mr. James Maitland, who thoroughly understands the duty; the letter bills are correctly filed. Mr. John T. Wright prepares the Monthly Account Current, and compiles the accounts and statements connected therewith in a very satisfactory manner.

#### REDUCTION OF STAFF AND ALTERATION OF DUTIES.

In the Montreal Office the business is divided into two sections:

1st. The preparation of letters and papers for despatch, and the making up of mails; and

2nd. The distribution and delivery of mail matter addressed to Montreal.

This division of duty is the same as it is in other large offices. A careful examination of the employment of the several clerks connected with the making up of mails, convinced us that the work could be easily performed by three clerks less than were engaged at it. To put this opinion to a practical test, we gave leave of absence for a period of six weeks to Robert Millar, James McNab, and George J. Carter, fourth-class clerks; the first two

were appointed in March, 1861, and Mr. Carter in January, 1862. These parties were selected after a full and impartial inquiry, and after an opportunity had been afforded to us for personal observation as to the most inefficient clerks in the office. The leave of absence was given to the parties in question on the 22nd September, and their absence from the office has not been attended by any inconvenience whatever.

We also recommend that Mr. Charles A. Raymond, who was temporarily employed in September, 1861, as letter carrier, but who, for the last four months, has been engaged in the office in stamping letters and papers, be removed. The work he now does can be performed by Mr. L'Africain and the messengers, with the occasional assistance, when necessary, of one of the clerks.

The alterations which have been made in the general delivery enable the delivery department to be worked quite as efficiently as before, with one clerk less.

Mr. James Maitland has tendered his resignation, and proposes to leave the office at the close of the present month. Mr. David Robinson, one of the wicket clerks, has been put in his place, as Monthly Sheet clerk. Mr. T. F. Larseneur, who has been chiefly engaged in the general delivery, is now acting in Mr. Robinson's stead.

The removal of the four gentlemen above named from the office, and the retirement of Mr. James Maitland, will result in a saving to the Department of \$3,120 per annum, viz. :

|                         |        |
|-------------------------|--------|
| Robert Millar.....      | \$ 500 |
| James McNab.....        | 500    |
| George J. Carter.....   | 500    |
| Charles A. Raymond..... | 560    |
| J. Maitland.....        | 1060   |

Total.....\$3120

The Montreal Post Office establishment would then consist of

|                                       |    |
|---------------------------------------|----|
| The Postmaster.....                   | 1  |
| Assistant Postmaster.....             | 1  |
| Registered Letter clerks.....         | 2  |
| Money Order clerk.....                | 1  |
| Monthly sheet and account clerks..... | 2  |
| Wicket and delivery clerks.....       | 7  |
| General mail clerks.....              | 11 |
| Letter carriers.....                  | 6  |
| Messengers.....                       | 2  |
| Fireman.....                          | 1  |

Total.....34

A considerable portion of Mr. McEvenue's time was taken up in closing and opening English mails, and of that of Mr. Huddell in keeping of the English mail accounts. This work has been assigned to Mr. J. T. Wright, in addition to the other duties he has hitherto performed. The time which was thus occupied by the Assistant Postmaster and Mr. Huddell may be usefully employed with other work.

#### GENERAL OBSERVATIONS.

On a review of the circumstances which have led to this inquiry, and the facts which have been elicited during its progress, we beg to submit the following observations :

The recent large addition to the staff of the Montreal Post Office has not been caused by the establishment of the early and late hours of business, as the system now in operation was inaugurated when Mr. LaRocque was Postmaster, in 1855, at which time the service was performed by a much smaller staff. Nor does it appear that the ordinary increase of the city in population rendered such augmentation of the staff necessary. It is true that the business has been increased, to some extent, by the large military force which is at the present time quartered in Montreal; but it is proper to add that the enlargement of the staff took place several months before the troops in question were stationed at Montreal.

A re-arrangement of the duties of the clerks, and certain alterations made in the interior arrangements of the office, have enabled us to recommend certain reductions in the staff, which we consider may be effected without impairing the efficiency of the service.

The want of punctuality in attendance on the part of some of clerks is a serious difficulty which the Postmaster has had to contend with. The absence of one or two clerks at the hour appointed for making up and despatching the early mails, may jeopardize the public interest involved in the regular and prompt performance of this important service. Some clerks are habitually late; admonition and remonstrance seemed of no avail to prevent it, and, as no Department regulation is in force to remedy the evil, we would strongly recommend that City Postmasters be authorized to impose certain fines on the clerks for late attendance, to be deducted from their salaries in the monthly pay lists, and that dismissal from office be made the penalty for a continuation of the practice.

As a preparatory measure a Time book has been prepared, and is now in use in the Montreal Office, in which the clerks are required to enter their names daily; the time of arrival at the office in the morning, when absent at meals, and departure from the office when the day's work is completed.

The authorship of the anonymous letter referred to in this Report has been traced to a clerk in the Montreal Office, Mr. O. Raymond, who appears to have adopted that course as a means to obtain redress for a grievance which he considers he labours under, in not having been promoted to the position he now occupies, as a third-class clerk, until after six years' service in the fourth class instead of two years, named in the Civil Service Bill as the period when such promotion *may* take place. From an impression that the present Postmaster, Mr. Freer, as well as his predecessor in office, Dr. Meilleur, have exercised an influence adverse to his promotion, Mr. Raymond has allowed his feelings to influence him in the discharge of his public duties, and the spirit of insubordination which has characterized the conduct of several members of the staff is, no doubt, to a certain extent, attributable to his influence. During this inquiry an article appeared in the *L'Ordre* newspaper, which was almost a transcript of the anonymous letter of which Mr. Raymond is the acknowledged author. Besides his position as a clerk in the Montreal Post Office, Mr. Raymond carries on business in the city as a druggist, which absorbs more or less of the time and attention which would otherwise be devoted to his duties as an officer of the Department. Mr. Raymond still considers that he has a claim for arrears of salary, and has intimated in writing, his intention to resign his situation so soon as his claim is paid. As we are of opinion that his removal would tend to promote harmony in the staff, we would recommend that his resignation be accepted, irrespective of the conditions attached thereto. (See his letter dated at Montreal, 16th October, 1862, accompanying this report, and marked G.)

Mr. James Maitland, a clerk of the second class, receiving a salary of \$1060 per annum, and engaged in filling up the monthly sheets, has also tendered his resignation on receiving a retiring allowance equal to three months salary, which we beg to recommend may be accepted (see his letter, dated at Montreal, 13th October, 1862, accompanying this report and marked H). The reason assigned by Mr. Maitland for his retirement from the service is, that his farm at Smith's Falls requires his personal supervision, and that living in separation from his family, which he was obliged to do while in Montreal, had become irksome and unpleasant to him.

To abolish the use of drawers, as suggested by the writer of the anonymous letter, would not only be a public inconvenience, but would greatly increase the delivery work of the office and render additional assistance in that department necessary. About 400 drawers are now occupied in the Montreal Post Office: the holders of these run monthly accounts for postage; all correspondence addressed to the holders, when once placed in the drawers, is disposed of, and the labour of delivering their contents at the wicket, as well as the delay in making change in collecting the postage at each delivery is avoided. The work of the office is thus facilitated rather than retarded by the use of drawers and the system of running postage accounts. The only risk it involves is losses which may accrue from bad debts, and these fall on the Postmaster.

To abolish the Assistant Postmastership, as also suggested in the anonymous letter referred to, we deem inadvisable. The duties devolving on that officer, whether under the designation of Assistant Postmaster or Chief Clerk, are indispensable in the working of all

large offices. He is presumed to occupy a confidential relationship to the Postmaster, to assist him in the general supervision of the office, and should be a person in whom he can repose entire confidence.

In the Montreal Post Office many of the duties which properly belong to the Assistant Postmaster are assigned by Mr. Freer to Mr. J. T. Wright. This has in a measure detached Mr. Wright from the general work of the office, and his hours of attendance entirely excluding him from any participation in the early and late duty devolving on the other members of the staff, has created feelings of jealousy which it is desirable should be removed. We have therefore charged Mr. Wright with the duty of attending to the opening and making up of the English mails.

On account of Mr. Wright's very superior qualifications for Post Office duties, we beg to recommend that he be promoted to a third class clerkship of two years standing.

The alterations and improvements in the internal arrangements of the Post Office, alluded to more particularly in another part of this Report, have been made in a very satisfactory and workmanlike manner by Mr. William Rutherford, at a very reasonable cost. Mr. Rutherford's account amounting in the aggregate to two hundred and ten dollars has been certified and handed to Mr. Freer for payment.

For the reasons which have been already set forth, we beg to recommend the removal from the office of Robert Millar, James McNab and George J. Carter, and we beg at the same time to submit for your consideration that these gentlemen be paid their respective salaries up the 31st December next. We recommend also the removal of Charles A. Raymond, who, having been engaged temporarily, has, of course, no claim for payment beyond the period of his actual employment in the office.

Owing to circumstances in connection with the past misconduct of Mr. James Simpson, and Mr. William McGillivray, as already stated, there has existed between Mr. Freer, the Postmaster, and the parties above named, a state of feeling which has operated and still operates injuriously in the office. Mr. McGillivray's feeling towards Mr. Freer is clearly exhibited in his communication and defence alluded to elsewhere. Mr. Simpson, also, we have reason to believe, has been in the habit of speaking disrespectfully of the Postmaster to persons having occasion to transact business at the Registered Letter Delivery, at which he attends. It is scarcely surprising, therefore, that Mr. Freer expresses himself as having no confidence in the two parties mentioned. With a view to the well-being and proper government of the Montreal Office, and to secure confidence between the Postmaster and those under his charge, we strongly recommend that Mr. James Simpson and Mr. William McGillivray be removed.

It will be observed that the letter-carriers in the Montreal Post Office are paid a salary of five hundred and sixty dollars (\$560) per annum. The amount accruing to the Revenue from the two cent rate on letters, and the one cent rate on newspapers collected by them, and the amount paid them in salaries, from the 1st July, 1861, to the 30th June, 1862, are as follows:

| COLLECTED. |                  | SALARIES. |                        |
|------------|------------------|-----------|------------------------|
| 1861.      |                  |           |                        |
| July,      | \$148 67         | - - - - - | \$273 33 $\frac{1}{2}$ |
| August,    | 175 06           | - - - - - | 273 33 $\frac{1}{2}$   |
| September, | 179 13           | - - - - - | 273 33 $\frac{1}{2}$   |
| October,   | 196 87           | - - - - - | 273 33 $\frac{1}{2}$   |
| November,  | 188 60           | - - - - - | 273 33 $\frac{1}{2}$   |
| December,  | 191 73           | - - - - - | 273 33 $\frac{1}{2}$   |
| 1862.      |                  |           |                        |
| January,   | 189 67           | - - - - - | 273 33 $\frac{1}{2}$   |
| February,  | 227 53           | - - - - - | 273 33 $\frac{1}{2}$   |
| March,     | 196 58           | - - - - - | 273 33 $\frac{1}{2}$   |
| April,     | 130 00           | - - - - - | 273 33 $\frac{1}{2}$   |
| May,       | 198 50           | - - - - - | 273 33 $\frac{1}{2}$   |
| June,      | 145 50           | - - - - - | 273 33 $\frac{1}{2}$   |
|            | <u>\$2167 84</u> |           | <u>\$3280 00</u>       |

Showing a loss to the Department, from this branch of the service, of eleven hundred and twelve dollars sixteen cents per annum. To remedy this, we beg to propose that the salaries of the letter-carriers be so regulated as to approximate more closely to the collections. It appears inconsistent and unequal that this service should command a larger salary than is paid to fourth-class clerks in the Post Office, or that letter-carriers in the Montreal Post Office should be paid five hundred and sixty dollars per annum, while in other city offices they receive only three hundred or four hundred dollars.

As has been previously explained, Mr. Louis Lafricain, although on the letter carriers staff, has been employed in the Montreal Office distributing newspapers and stamping letters, since September, 1861. This change of duties was made in consequence of his ill health. Mr. Edward Mayer has been acting as a temporary letter carrier in the place of Mr. Lafricain. If it be deemed advisable, we see no objection to the promotion of Mr. Lafricain to a clerkship of the fourth class, and to the attaching of Mr. Mayer permanently to the letter carriers' staff.

We beg to bring under your special notice the case of Mr. William Finton, designated in the pay list of the Montreal Office as "assistant" or "afternoon messenger," at a salary of three hundred dollars per annum. Mr. Finton's experience and acquaintance with Post Office duty render his services in the office exceedingly valuable. He has performed the duty of a clerk for eight years, without any promotion whatever, and, as he has proved himself deserving, we beg to recommend his advancement to a clerkship of the fourth class.

In the course of this inquiry, it was adduced in evidence that two of the clerks in the Montreal Post Office, Mr. D'Amour and Mr. Benoit, obtained leave of absence at the time of holding the Montreal elections in June, 1861, under the authority of a letter addressed to Mr. Freer by the Honble. G. E. Cartier. Mr. Freer was asked to produce the letter, but not being able to find it, he requested Mr. Cartier to furnish him with a copy of the letter, or to provide him with the substance of its contents. Mr. Cartier in reply states as follows :

MONTREAL, 10th Oct., 1862.

"MY DEAR SIR,—I recollect perfectly well that while I was attending to the Post Office Department, in the absence, at that time, of the Postmaster General, I wrote you the note you speak of in your letter respecting the granting of leave of absence to the two employés you name. As I have not kept a transcript or memorandum of the note I wrote you, you may use this in its place.

Believe me,

(Signed)

G. E. CARTIER.

E. S. FREER, ESQ.

For more full information on this subject, we beg to refer to the evidence of the Postmaster, and of Mr. D'Amour and Mr. Benoit, accompanying this Report.

The Rule of the Department permitting parties to commute the Postage on Provincial newspapers, does not appear to have been very extensively adopted in Montreal. In the return for the quarter ended 30th June last, only thirty subscribers to newspapers, in addition to those who hold drawers and run postage accounts, appear to have availed themselves of the privilege, while the number of newspapers accounted for during the same period, at the postage rate of one cent each, is say twenty-one thousand one hundred and ninety (21,190).

We beg to observe that a thorough examination has been made in regard to the expenditure (apart from salaries) of the Montreal Post Office. For this purpose the original accounts and vouchers, shewing the quantities and cost of stationery, fuel, gas, &c., &c., procured for the use of the Montreal Office for one year, were obtained from the Department at Quebec. We find that the consumption of the several articles of stationery required has not been excessive, and that the prices paid therefor have been at reasonable rates. The advertised letter lists appear only in the newspapers specified by the Department, and are paid for at the price authorised. The other advertising, and the printing of circulars and notices, is inconsiderable in extent, and is paid for at the usual rates. Due regard to economy appears to have been observed in the obtaining of wood and coal for heating the Post Office building and the use of gas. In the accompanying paper, marked J, a classi-

fied statement of the receipts and expenditure of the Montreal Office, under appropriate headings, is given for a period of one year, from the 1st February, 1861, to the 31st January, 1862. Some of the items under "Tradesmen's Bills," in the statement in question, are large in amount, and it is necessary to explain that the greater part of the expenditure was in connection with alterations in the Montreal Post Office, which had been sanctioned by the Department.

The Postmaster, Mr. E. S. Freer, from many years' experience as Post Office Inspector, possesses considerable knowledge of the working of the Post Office Department generally. At the time of entering upon the important duties of Postmaster at Montreal, Mr. Freer found the office in a very unsatisfactory condition, owing, in a great measure, it may be safely presumed, to the irregularities which characterised its management under his predecessor. The affairs of the office were evidently in much disorder, and proper discipline had been neglected, nor were the internal arrangements of the office such as were best adapted to carry on, in a satisfactory manner, the large amount of business to be transacted from day to day. At the time of Mr. Freer entering upon his duties, and for a period of six months subsequently, he was without an Assistant Postmaster; the work of improvement was necessarily slow and tedious, inasmuch as Mr. Freer had to acquire from experience a practical knowledge of the details of the office. If there had been an efficient Assistant Postmaster to aid him, the task of re-organization would have been rendered comparatively easy, and might have been carried out within a short space of time; much improvement has, nevertheless, taken place in the office since it passed into the hands of Mr. Freer. We regret to observe that Mr. Freer has not shewn that discretion in the management of the Montreal Office which the importance of the establishment so manifestly needs. Without examining into their merits, Mr. Freer appears to be too apt to receive and attach importance to remarks and insinuations which reach him in reference to clerks in the office. This, added to a somewhat suspicious turn of mind, and the belief which he entertains that his authority has not been upheld by the Department, in cases where complaints have been made against clerks for misconduct, has been the cause in some measure of the want of confidence which has existed between the Postmaster and certain members of his staff. These reasons, added to the opinion which some of the clerks entertained, and have not attempted to conceal, that their political influence has made them, to a considerable extent, independent of the Postmaster, correctly explain, in our opinion, an element which has nourished insubordination and has led to other difficulties in the internal management of the office. We entertain the hope, however, that as a result of the removal from the staff of Messrs. James Simpson, William McGillivray and O. Raymond, as proposed, and the placing in their stead active and intelligent young men, the advice which we considered it necessary to offer to Mr. Freer, and the changes and alterations which have been already made, the efficiency of the staff will be greatly promoted, the spirit of insubordination which has existed will be brought to an end, and a general improvement will take place in the working and management of the Montreal Post Office.

We have the honor to be, Sir,

Your most obedient servants,

(Signed,)

JOSEPH LESSLIE,  
MATTHEW SWEETNAM.

## EVIDENCE.

E. S. FREER said:—I am Postmaster at Montreal, and was appointed on the 1st of February, 1861. I was previously Post Office Inspector of the Montreal Division. On taking charge of the Montreal Post Office, I found it without an Assistant Postmaster. A few days before taking charge, I had the Assistant Postmaster at Quebec, Mr. B. McEvenue, and Mr. Emery,—the two latter senior clerks in the office—to aid me, with a view to a different assignment of the duties of the employés according to their capacity and ability. One of the chief objects of the consultation had between Mr. Patton, Assistant Postmaster at Quebec, Mr. McEvenue, Mr. Emery, and myself, and also Mr. Wright, who was then assisting me, was to frame a system of accounts by which the operations of the office might be facilitated, and a proper system of checks established. We agreed upon a system, and I entered upon my responsibility as Postmaster on the 1st February. I wish here to observe that I continued to perform my duties as Inspector also until the 20th February, when Mr. King came to relieve me. There were twenty-four permanent employés on the staff, and six temporary, when I took charge. Finding that the arrangement of the letter boxes, tables for the opening and closing of mails, approaches to wickets, opening entrance doors and mode of entrance to the public, and the method of warming and lighting, were defective in every respect, I immediately formed a plan of gradual amelioration, so as not to impede the work of the office. I communicated by letter the projected improvements to the Postmaster General, and received his official authority to carry out as many as were then submitted. I kept in view the propriety of extending the expenditure connected with these improvements over several months. It required several months to complete the improvements, and to test their practical utility. I found that the discipline of the office had been rather slack. I had to suspend, and report for dismissal, several of the employés, namely: Messrs. Hill, Brady and Labelle. I also reported one Railway Mail Clerk (Vaequet), who was afterwards dismissed. I continued without an Assistant Postmaster, under considerable difficulties, until the 8th August, 1861, when Mr. B. McEvenue was appointed to that post. Mr. J. T. Wright was with me from the 1st February until the 23rd April, 1861; from the 23rd April to 8th August, 1861, Mr. Wright was absent, when he was appointed to a fourth-class clerkship. The reason of Mr. Wright being absent for the period named, was owing to an order from the Department that the services of all temporary clerks should be dispersed with. On the 21st February, 1861, I wrote to the Department shewing, that when all the clerks were at their duties, there were barely enough to get through with the work. The wicket clerks were particularly short-handed. Two additional clerks were applied for on account of increase in the business of the office, arising from rapid advance of the city in population, as shewn by the last census returns. The office force was scarcely as numerous or efficient as in the year 1854, since which period have been added the Money Order branch, and a rapidly increasing correspondence by the Canadian ocean steamers. Three clerks were, at intervals, daily employed for two or three months, after my becoming Postmaster, in assisting to make out and collect the postage accounts, in arrear, of my predecessor, Dr. Meilleur, which I also urged as a further reason for the additional clerks asked for. On the 26th February, a letter was sent to me from the Department, in which I was requested to state whether seven new clerks, or only two were required in addition to the temporary clerks already employed. This letter was to obtain a more particular explanation of the reason for an increase of the staff. I replied that only two additional clerks to the five temporary ones were intended, making an addition of seven new clerks to the permanent staff. Mr. Freer here handed in the following statement, shewing the names of persons employed in the Montreal Post Office on the 21st February, 1861, viz :

- |                             |                                   |
|-----------------------------|-----------------------------------|
| 1. E. S. Freer, Postmaster. | 16. J. B. Hill, Clerk.            |
| 2. B. McEvenue, Clerk.      | 17. D. Robinson, Temporary Clerk. |
| 3. M. Emery, “              | 18. F. Pridham, “                 |
| 4. H. Huddell, “            | 19. J. T. Wright, “               |

|                     |   |                    |                 |
|---------------------|---|--------------------|-----------------|
| 5. McD. Simpson,    | " | 20. A. Green,      | "               |
| 6. M. Murphy,       | " | 21. Thos. Forsyth, | "               |
| 7. J. Maitland,     | " | 22. P. O'Reilly,   | Letter Carrier. |
| 8. U. Benoit,       | " | 23. J. F. Drew,    | "               |
| 9. J. McKeon,       | " | 24. A. E. Auger,   | "               |
| 10. A. Robertson,   | " | 25. L. Lafrican,   | "               |
| 11. L. Malard,      | " | 26. S. Johnston,   | "               |
| 12. O. Raymond      | " | 27. W. Finton,     | Messenger.      |
| 13. W. McGillivray, | " | 28. J. Mullin,     | "               |
| 14. J. Muir,        | " | 29. M. Mullin,     | "               |
| 15. K. Reid,        | " | 30. P. Nelligan,   | temp. "         |

On or about the 21st February, Mr. J. J. Dumont was also employed as a temporary clerk. When I took charge of the Post Office, the Money Order branch of the business was carried on in the Postmaster's room. This branch, as soon as practicable, was removed, say within a few months, to a separate apartment constructed for that purpose in the front lobby of the office. The General Delivery being connected with the Box or Drawer Delivery, was found to be a highly inconvenient arrangement, and another portion of the lobby was set apart for the erection of a separate apartment for that branch of the business also. The separation of these two departments from the general work of the office, required the services of three additional clerks at least. Other changes made in the system of working the office have tended to a considerable diminution of the labor of the clerks, and have not been the occasion or cause of the augmentation of the staff; the changes referred to have also tended to afford greater security to correspondence passing through the office. The separation of the newspapers from the letters, in the mailing department, did not render the service of additional clerks necessary. The more accurate system of keeping the accounts and checking the returns, introduced by me, has, I think, rendered the labor of two additional clerks necessary. The present system of early and late service in the Post Office was inaugurated by Mr. LaRocque in 1855 and 1856, when Postmaster, and was in operation when I entered on my duties as Postmaster,—one set of clerks being required to be in attendance at 4 A. M. and continue up to 1 P. M., and others from 1 to 11 P. M. One set of clerks performing early and another late duty. I think that changes might be made in the present assignment of duty to the several clerks, which would secure greater efficiency and economise labor in the working of the office. I would recommend the dismissal of Mr. James Simpson from the office, on the ground that since I, in conjunction with Mr. Dewe, recommended his re-appointment to his former situation as Assistant Postmaster, he has accused me, by letter addressed to the Postmaster General, of having induced him to make a confession for the purpose of entrapping him; a charge which is false. For this and other reasons I am of opinion that to retain him longer as an employé in the office would be subversive of all order or discipline in the staff. I would also state in regard to another clerk, Mr. William McGillivray, that having clearly established, during an enquiry before the P. O. Inspector in June, 1861, Mr. McGillivray's long persistence in habits of intemperance which had led to his suspension from duty, I consider that his restoration to his position in the staff has tended in a very great measure to weaken the maintenance of proper discipline in the office. Another clerk, Mr. Robert Millar, having been twice rejected by the Civil Service Board of Examiners, and shewing no capacity for any duty other than a stamper, I consider that his retention is no advantage whatever to the office. There is also another clerk in the office, Mr. O. Raymond, who, to my personal knowledge, is the means of exciting discontent among the other employés, and, notwithstanding frequent admonitions from the Assistant Postmaster, he is never punctual in the hours of his attendance. I have every reason to know that he is frequently from one to one and a half hours behind his proper time. I therefore consider that his continuance on the staff will be a barrier to the establishment of proper discipline in the office. Charles Raymond being a supernumerary, I presume the Postmaster General will dispense with his services. Another clerk, Mr. James MacNab, is of no use whatever, from lack of ability, and he cannot be trusted with any ordinary Post Office duty. In reference to two other clerks in the office, Mr. Henry Huddell, English-

Mail clerk, and Mr. James Maitland, Monthly Sheet clerk, I consider that their removal to some other office is desirable and necessary to the establishment of good order and proper subordination on the part of the employés. With regard to Mr. Maitland, I am convinced that he is a fomenter of discontent in the office, and besides is subject to a physical infirmity which renders him unable to perform any active duty. Mr. Huddell has also excited great discontent, besides being very inaccurate in keeping the accounts of English Mails. Mr. J. Simpson and Mr. McGillivray, if removed, must be replaced. Mr. Mac-Nab and Mr. Millar might be replaced by Patrick Nelligan, now attached as messenger to the P. O. Inspector's Office. Mr. Maitland and Mr. Huddell to be exchanged for other clerks. Mr. Chas. Raymond to be discharged. Mr. O. Raymond to be replaced by another clerk, and Mr. L. Lafricain to be promoted from letter carrier to a 4th-class clerkship. If the two clerks named above are taken from the office, the staff would be reduced to thirty-seven. This would be barely sufficient to manage the work of the office, provided all retained their health. With only thirty-seven of a staff, extra assistance would be required in case of any clerk being absent from duty. In regard to the Parliamentary Return of the employés in the Montreal Office, made out and transmitted in compliance with the Postmaster General's instructions, and in reference particularly to the letter from the Department, dated 9th May, 1862, in which I am asked whether I had stated, as had been reported, that I had so many clerks in the office I did not know what to do with them, I replied under date 10th May, 1862, that I had made no such statement, nor given expression to anything which would bear such construction, and that I had need for more efficient assistance; a change in the arrival and departure of mails making the business of the office doubly laborious. Immediately afterwards I received the following letter from the Secretary of the Post Office Department:

POST OFFICE DEPARTMENT,  
QUEBEC, 10th May, 1862.

SIR,—I am directed by the Postmaster General to request that you will prepare and transmit to this Department, with the least possible delay, a Return shewing the duties assigned to each clerk in the Montreal Post Office, and giving the hours of attendance required from each clerk.

(Signed,)

WILLIAM WHITE,  
Secretary.

E. S. Freer, Esq.,  
P. M., Montreal.

In compliance with this request, I prepared and transmitted to the Department the Return asked for. The printed Parliamentary Return, now shewn me, is a copy of the one I sent, with the exception of the columns headed "salary," "suspension," "sum of money, if any, paid during such suspension," and the classification of clerks according to attendance duty, and the comparative statement of the number of employés in February, 1861, August, 1861, and January, 1862; also the memo. of amount of postage collected in the months of February and March, 1861, and February and March, 1862; in other respects the printed Return is an exact copy of the one prepared by me. On a reference to the original copy of the Return prepared and transmitted by me to Quebec, in compliance with the requisition of the Postmaster General, contained in the letter of the Secretary of the Post Office Department, dated at Quebec, 10th May, 1862, I find that not only the names, duties, and hours of attendance of the clerks are included, but of all persons employed in the Montreal Office, embracing the temporary clerks, messengers, office keepers, and letter carriers. I now perceive that the latter were not copied from my statement into the printed Return. The Return was made out as correctly as the short period allotted to it would allow. I received the letter on Tuesday morning, the Return was prepared on the same day, and was sent to Quebec on Monday following. It is my opinion that the number of clerks stated in the classification of employés in the Montreal Office in February, 1861, in the printed Return, which is 22, embraced the entire staff, including letter carriers and messengers, with the exception of the Postmaster and Assistant Postmaster, which, had they been included, would have made the number 24. In that Return, temporary clerks were not included. In the same Return, in the classification, the number of employés in the Montreal Post Office, in January, 1862, is stated to be 26, which, it appears, does not include the Postmaster, Assistant Postmaster

letter carriers or temporary clerks. The actual staff in the Montreal Office, in February, 1862, was as follows:

|                                                |           |    |
|------------------------------------------------|-----------|----|
| Permanent,                                     | - - - - - | 34 |
| Temporary,                                     | - - - - - | 2  |
|                                                |           | 36 |
|                                                | Total,    |    |
|                                                |           | 36 |
| In May, 1862, the permanent staff consisted of | - - - - - | 35 |
| Temporary,                                     | - - - - - | 2  |
|                                                |           | 37 |
|                                                | Total,    |    |
|                                                |           | 37 |

The staff of the office at the present time (15th September, 1862) consists of 37 permanent employes and two temporary, making in all thirty-nine. The amount received by me as commission on postage accounts is from \$900 to \$960 per annum. The losses from bad debts are considerable. In reference to the statement in the anonymous letter respecting Mr. O. Raymond's application for leave of absence, I would state that Mr. O. Raymond addressed a letter to the Postmaster General, accompanied with a certificate from Dr. Trudel, asking for leave of absence on account of sickness; also a note from him addressed to myself, asking me to forward it, with such remarks as I might think proper. Having ascertained, from creditable sources, that his illness was not a serious one, but rather a pretence to absent himself from his duties in the office, I did not think it advisable to forward his application to the Postmaster General, as I did not feel that I would be justified in recommending it. But as his application was accompanied by a medical certificate, I did not insist on his return to the office, but permitted his absence to continue. To the best of my recollection, his return to duty was about the end of April or beginning of May. The object of my stating the period of Mr. Raymond's return to duty was simply to show that the absence of clerks from duty tends to embarrass the works of the office, and did not proceed from any feeling of enmity on my part towards him. With regard to the charge of Mr. Raymond being the subject of espionage, I would state that beyond my making inquiry as to whether he was really ill, as stated in his letter of application for leave of absence, he was subject to no espionage whatever on my part. I had occasion to reprove him several times for reading newspapers while on duty at the wicket. In regard to the number of employes absent from duty, I would say that the average number absent, from leave granted and sickness, would be three in summer and four or five in winter, being greater in winter in consequence of the inclemency of the season. In regard to the charge that I have employed one of the messengers connected with the Post Office, Michael Mullin, in working in my garden, I would state that during his office hours, which are from four o'clock A.M. to one P.M., I have no recollection that he has ever been employed to do any private service for me whatever, beyond going messages between my house and the office, or, when it rained, going to bring my vehicle to convey me home. My hours of attendance at the office, as arranged between the Assistant Postmaster and myself, are generally from 9 A.M. to 6 or 7 P.M. During these hours I am continually engaged in duties connected with my office, without intermission, except occasionally going to my house for an hour between 12, noon, and 2 o'clock P.M. A portion of my time is engaged in collecting revenue, Bank business, and official correspondence, and a considerable part of each day's duty is answering complaints or reference made to me by the public, especially merchants, such as over-charges, missing letters, delays, changes in mails, &c. Another portion of my duty is to examine the Money Order business, conferences with the Assistant Postmaster two or three times a day, respecting arrangements in office, in providing for the absence of clerks, &c. I also exercise a general supervision over the whole work of the office. The rule of the Department requiring that all employes should be sworn on entering upon duty, has not been particularly attended to as regards the more recent appointments. I am under the impression that all the older clerks have been sworn, also several of the new ones. I remember sending three or four to a magistrate for that purpose, eighteen months or two years ago. The oaths of office are not on file in my office; they were not handed over to me by my predecessor. I believe that the clerks more recently appointed have not, as yet, taken the oath of office.

There were several clerks obtained leave of absence in June, 1861. Messrs. Benoit and D'Amour were absent at that time. No direct application was made to me by these clerks for leave of absence; they stated verbally that they would be required at the elections, and I tacitly acquiesced, and stated "Then I suppose you must go." Both Mr. Benoit and Mr. D'Amour were absent, off and on, for about a fortnight. My reason for consenting to the arrangement was, that I considered it to be the wish of the Government that they should assist in the elections. I received no instructions from the Department to give these clerks leave of absence. I would state that I have carefully abstained from taking any part whatever in elections, knowing that a postmaster had no right to vote. I was not near the hustings myself, and I am not aware whether the clerks who obtained leave of absence, canvassed during the time of the elections or not: all I know of their proceedings in this respect is from hearsay.

*Question*—Two of the clerks in your office—Mr. D'Amour and Mr. Benoit—have stated that they obtained leave of absence, during the elections, for fifteen days, under the authority of a letter addressed to you by the Hon. Mr. Cartier, then Attorney General: have you any objections to produce that letter?

*Answer*—I am willing to produce the letter, and will do so as soon as I can find it. It is fyled away among my private papers, and I will require some time to search for it.

The following alterations and additions have been made in the Montreal Post Office building since I entered upon my duties as Pastmaster, viz:

1. Alteration of entrance doors leading to lobby.
2. New bag-room, and alteration in back-door entrance.
3. New apartment for Money Order Office.
4. Three turnstiles placed at wickets.
5. New apartment for alphabet and general delivery, including pigeon-holes and letter-boxes.
6. Cases of pigeon-holes and tables for distribution of letters in mailing department.
7. Drawers for canvas bags, sorted into routes.
8. Two sorting cases for letters to be despatched, and an addition to the newspaper sorting boxes, substituting wire for close board backing.
9. Porch and fittings for registered letter offices.
10. Additional doors and enlargement of porch at main entrance, and several other additions and alterations.

No architect was employed, and the work was done by job-work, and at such times as it could be done conveniently, without impeding the daily work of the office. On the 6th February, I wrote to the Department at Quebec, enumerating the principal alterations which I considered necessary, and giving an estimate of some portions of the work named above, and I received the necessary authority to proceed with the work as proposed. The changes in the method of keeping accounts involved the necessity of procuring a series of new account books, which were obtained from Messrs. R. & A. Miller or Mr. J. Lovell. I did not think it necessary to make special application for any such books, but adopted the usual practice of the office, to procure them as they were required. The cost of these books appeared in my accounts current, and no objections were ever made to the payment therefor. I have not paid for such books as were obtained from Mr. J. Lovell; the charge for these is included in his general account with the Post Office Department for printing, and will not appear in my accounts. (From a statement furnished by Mr. John Lovell, of blank books supplied to Montreal Post Office, from 1st February, 1861, to 15th August, 1862, it appears that the cost of paper, printing, binding and ruling, amounts, for that period, to \$322.77, which is about \$200 per annum.) The only house from which I procure the stationery (including all account books, except those procured from Mr. J. Lovell) required for the Montreal Post Office, is that of Messrs. R. & A. Miller. I procure from the latter all wrapping and writing paper, envelopes, wax, twine, quills, steel pens, ink, and miscellaneous stationery. The prices paid are as follows, but the actual quantities of each can only be ascertained by reference to the vouchers which accompany my monthly accounts current. I keep no duplicates of tradesmen's or stationers' accounts, or vouchers; the originals are transmitted to Quebec, and merely the totals are entered in my ledger. Prices paid to Messrs. R. & A. Miller: for manilla wrapping paper, \$3.25 per ream; fools-cap, \$3 per ream; letter paper (post), \$2.75 per ream; note paper, \$1.62 per ream; en-

velopes, \$2.50, \$3, \$8 and \$11 per thousand; sealing wax, 70 cents per lb; pens, \$1.50 per gross; twine (brown), 35 cents per lb; twine (white), 50 cents per lb; ink, \$1.50 per gallon, and pencils 66 cents per dozen. About six months ago I received an order from Quebec not to get stationery from Messrs. R. & A. Miller, that it would be supplied from Quebec. Afterwards I was instructed to procure what I required (that could not be supplied by the Department) from Messrs. R. & A. Miller, as formerly. In supplying the office with fuel, I have on two or three occasions taken tenders; but finding that accepting the lowest tender did not always secure either the best article at the lowest price, or a sufficient quantity as it was required, I have adopted the plan of making a contract with a very respectable and reliable firm, Messrs. Evans & Brosther, who supply the Post Office with a good quality of wood at the lowest market price. The quantity of wood required for the use of the office is between eighty and ninety cords a year. I procure coal from Messrs. J. G. Beard & Co., at current rates. The quantity of wood mentioned includes all that is consumed in the Inspector's office also. The quantity of gas used is determined by metre, and is supplied at the usual price. The gas bills paid by the Post Office include the cost of the gas consumed in the Inspector's Department also. Miscellaneous printing, such as printing on envelopes, blank bills for postage accounts, notices of arrival and departure of mails, circular notices, &c., I get done at Mr. J. Lovell's establishment. Advertisements, (notices connected with mails, &c.) are inserted by order of the Department in the following journals: "Montreal Herald," "Le Pays", and "The Transcript." Since I entered upon my duties as Postmaster, the work connected with the keeping of accounts has been materially increased. I have no serious objections to any member of the present staff of the office other than I have pointed out. I have no doubt that if the changes I have suggested in the staff are made, I can carry on the work of the office in a satisfactory manner. Mr. William McGillivray, who is a clerk in the Montreal Post Office, was suspended from duty from May, 1861, to April, 1862 (about one year,) and during all that time I paid him his salary regularly. I did so for some months, until, supposing that it was an oversight on the part of the Department, I declined continuing his pay longer. Mr. McGillivray, it would seem, wrote to Mr. Griffin, Deputy Postmaster General, complaining of the suspension of his salary, and I shortly after received a letter from Mr. Griffin, desiring me to continue to pay McGillivray, as his case has not been decided upon, and he must be considered in *status quo*. I therefore continued to pay Mr. McGillivray his salary until he resumed duty in April, 1862, that is, he was paid his salary in full for the entire period of his suspension. The following is a synopsis of the correspondence with the Department on this point:—A letter from the P. O. Department, Quebec, dated 6th May, 1861:—"The Postmaster General directs that you will investigate this charge, and that Mr. McGillivray be suspended from duty and pay till such enquiry be made and decided on." I received intimation of this decision of the Postmaster General through Mr. King, P. O. Inspector, by letter dated 8th May, 1861. On the 1st June, 1861, I received the following letter from the P. O. Department at Quebec:

SIR,—Pending the investigation into the charges against Mr. McGillivray, of the Montreal Office, the Postmaster General rescinds so much of his order of the 6th May as directs the suspension of Mr. McGillivray's pay.

(Signed,)

W. H. GRIFFIN,  
Deputy P. M. General.

E. S. Fréer, Esq.,  
P. M., Montreal.

On the authority given in this letter, I continued to pay Mr. McGillivray his salary until 1st August, 1861, when I declined to pay him, on the 1st September, until the pleasure of the Postmaster General should be known. Mr. McGillivray then wrote to the Department officially, complaining that I had stopped his pay, and on the 7th September, 1861, I received a communication from the Department, intimating that I should pay Mr. McGillivray's salary until a final decision in his case was given by the Postmaster General. On the 11th April, 1862, I addressed the following letter to the Postmaster General:

SIR,—I beg to transmit herewith, duly receipted, the special pay list forwarded to me with certain cheques for arrears due to some of the clerks in this office. The same

would have been returned earlier, but for having to await the arrival of Mr. McGillivray, who, though retained on our regular pay list, resides in Upper Canada, and only comes here periodically to receive his pay, not coming to town this month for that purpose until yesterday.

(Signed,)

E. S. FREER.

Hon. Sidney Smith,  
Postmaster General.

To this I received the following reply:—

POST OFFICE DEPARTMENT,  
QUEBEC, 12th April, 1862.

SIR,—The Postmaster General observes with surprise a statement in your letter of yesterday, that Mr. McGillivray, although retained on the Montreal Office pay list, resides in Upper Canada, and only comes to Montreal periodically to receive his pay.

Is the Postmaster General to understand from this, that McGillivray has not returned to duty since temporary leave of absence was given to him for the recovery of his health last summer, and that he is still disabled for duty?

If this is the case, you will please state the facts clearly, and explain, if you please, why Mr. McGillivray's continued absence, and the cause of it, has not been reported from time to time to the Postmaster General.

(Signed,)

W. H. GRIFFIN.

E. S. Freer, Esq.,  
Postmaster, Montreal.

In reply I stated, in a letter dated 14th April, 1862:—

In answer, I beg respectfully to state, that Mr. McGillivray was suspended from duty and pay until certain charges against him could be investigated. Subsequently the foregoing instructions were rescinded so far as directed the suspension of his pay. The Inspector went through the investigation, and made the Report on the 20th June, 1861. Having continued to pay Mr. McGillivray to the 1st of August following, I declined paying him on the 1st September, until your pleasure should be known, of which he complained officially to the General Post Office. I then received instructions direct from the Department that, if no order had been given in his case, I must continue to pay him until a final decision should be come to. Since that period, the Inspector will remember that I have from time to time inquired whether any decision had yet been given. His only answer was that he had received nothing on the subject.

(Signed,)

E. S. FREER,  
Postmaster.

Hon. Sidney Smith.

I wish to add, in addition to what I have already stated in reference to the changes proposed in the staff, that in my opinion Mr. J. J. Wright should be promoted to a third-class clerkship. Patrick Nelligan, now messenger for the Post Office Inspector, I propose to be taken to stamp letters, at which he is particularly expert. Mr. S. Johnson, letter-carrier, I would recommend to be appointed a clerk of the fourth class, to assist in the general or alphabet delivery, and that Mr. Finton, now a messenger, be also appointed a clerk of the fourth class.

B. McEVENUE said:—I am Assistant Postmaster in the Montreal Office. I regard the most important part of my duty as being the exercise of a general supervision over the entire work of the office; seeing that the clerks perform their duties properly, and so forth. I also attend to the making up of the most important part of the English mails, such as the rating and parcelling of foreign letters, &c. I do this in connection with the despatch of mails both by Cunard and Canadian steamers. I also open all English mails, checking contents with letter bills, and handing over registered letters contained in these mails to the proper clerk for registration. I also keep the account of unpaid letters chargeable on Montreal Office for city delivery, received by all English mails, and of the prepaid (by money) postage on all English mails despatched from the office. I make a

memo in the blotter kept for the purpose of the postage chargeable against the Montreal Office on unpaid letters received from, and prepaid letters sent to, Great Britain. The memo is handed over to Mr. Huddell, who makes out the proper official Return thereof for transmission to Quebec. Mr. Huddell prepares the acknowledgment of English Letter Bills received under my superintendence.

In regard to the Liverpool mail, it is generally so correct that we take the number of newspapers marked on the labels attached to the bags to be right without counting; but in the London portion of such mails, the papers for city delivery and other offices are so mixed up that we have to sort the whole, count them, and, deducting the number of forward from the gross, ascertain the number for city delivery properly chargeable against the office. Sometimes the discrepancy between the number of the newspapers contained in the London mail, and the number entered in the letter bill, is great, and involves the necessity of correcting the bill in our acknowledgment; sometimes the discrepancy has been 120 and over. The Liverpool bags have always the number marked on the bag labels—the London bags never have; and the number or amount charged in the letter bills, under that head, is all we have to guide us in checking. I always fill in the amounts in the letter bills which accompany the English mails. The plan of making up these mails is to parcel the letters and label them with the name of office, weight or charge, as the case may be. When the mail is ready for closing, the clerk assisting calls out the amount or weight, or charge, as may be necessary. Mr. Huddell checks the items in the blotter, and from the blotter the proper amounts are carried into the letter bill. The average weight of the paid letters contained in the mails sent to Liverpool by Canadian steamers, for the seventeen last mails despatched, from 9th May to the 29th August, 1862, is 251 ounces each. In the London mails despatched by Canadian steamers, the paid (for the same period) averaged 262 ounces, and the unpaid official averaged 225 ounces. The number of newspapers sent by last mail to Liverpool was 804, and to London 512. By Cunard steamers, for last four mails despatched, the weight of the paid sent to Liverpool averaged 84 ounces. London, for the same period, averaged 58 ounces paid, and 44½ ounces unpaid official. Newspapers sent by Cunard steamers to Liverpool, generally about 200 or 300, and to London seldom as many as 200. I do not make out the monthly account current, or prepare any of the vouchers. I do not make out the weekly money order return, or issue or pay money orders. I do nothing connected with the financial business of the office, save charging the letter carriers with the postage, &c., on the letters and papers they take out for delivery, and receiving their returns. There are six letter carriers; two of whom have two deliveries daily in the city proper, at 9 A.M. and 11 A.M.; and four, one delivery in the suburbs; these generally go out about 9.30 A.M. When an English mail is expected to arrive, the suburb carriers are detained until it is sorted for delivery. We have two extra letter carriers. L. Lafricain, now performing the duties of a clerk, was formerly a letter carrier, and in consequence of sickness, on the 8th September, 1861, he got leave of absence for, I think, about three months. Before his period of leave had expired, say six weeks only, he came to the office and offered to perform any light work or duty in the office, which offer was accepted. He has remained in the office ever since, performing the duty of a clerk on the same pay he received as letter carrier. The supernumerary letter carriers are Charles Raymond and Edward Mayer; both of these were employed at the time Lafricain obtained his leave of absence in September, 1861. Mayer has continued to perform letter carrier's duty since he was employed. Charles Raymond is employed stamping in the office, and occasionally acts as letter carrier, in the absence of any of the letter carriers, owing to sickness or leave of absence. When engaged in the office emptying the receivers and rating and stamping letters, Mr. Charles Raymond's hours are from 7 A.M. to 7 P.M.; he is fully occupied. Mayer and C. Raymond being supernumeraries, they are not considered as being on the staff, and a separate voucher for their monthly salaries is prepared and transmitted to the Department with the regular pay list. Since the appointment of Mr. Freer as Postmaster, each letter-carrier pays the amount of postage on the letters given to him for delivery, which is entered in a book kept for the purpose. On their return, the postage on such undelivered letters as are handed back to the office is refunded to them. The two cents rate on letters, and the one cent rate on papers, is charged with the postage, and the letter-carriers pay it on receiving their daily complement of letters, &c.; of course the rate on the undelivered

letters is also refunded to the carriers. The letter carriers are paid at the rate of \$560; supernumeraries also, except C. Filiatreault, who receives only \$480 per annum. I assist in opening the ordinary mails received, but have nothing to do with the work of distributing or despatching the ordinary mails beyond a general supervision over the work. I am not aware of any sudden or extraordinary increase in the business of the office in March, 1861, which required a large addition to the staff. The arrival of so large a number of troops during last winter has considerably augmented the business. I have charge of all inquiries made into the missending of letters or newspapers, in fact any irregularity connected with the business of the office. I examine all such inquiries or complaints, make a memorandum of the results, and frame the heads of replies, which I hand to Mr. Wright, in Mr. Freer's office, who embodies them in the form of a letter when necessary. I have often thought, with regard to the keeping of the monthly sheets and accounts, that one person should have the whole charge;—this work is now done by Mr. Maitland, Mr. Wright and Mr. Huddell. Mr. Huddell has to furnish certain vouchers, and Mr. Forsyth, who keeps the United States mails, sent and received books and monthly sheets for United States correspondence. My impression is that Mr. Maitland could perform these duties entirely alone. I think a benefit would be secured to the Department and the Postmaster, if the system of keeping postage accounts were abolished. There are some two or three members of the staff who have neither the inclination nor the willingness to do, learn or perform the duty assigned to them: these are Messrs. McNab, Millar and Forsyth. A part of Mr. McNab's duty was to fill in the acknowledgments of railway mail clerks' letter bills, which I could not get him to do correctly. I then committed to him the work of stamping letters, but I could not get him to do this simple duty. He performs both of these duties yet, but has to be continually prompted. He is a young man, married, but lazy and unwilling. He entered the office in March, 1861. Robert Millar is willing to do, but has not ability. He has twice attempted to pass an examination before the Civil Service Board, but has failed each time. I have to keep him at the stamping table. He is an old man and quite unfit for duty, and incapable of learning. He was appointed in March, 1861, but did not enter on duty until May following. Thomas Forsyth is an educated man; shews the best disposition any man can shew, but seems to be constantly absent-minded, and makes great and serious mistakes in the performance of the duties assigned him—which are, making out the United States monthly sheets, entering morning mails sent, and the registered letters forwarded by these mails. If continued, serious blunders may ensue. There was formerly a clerk in the Montreal Office, named Lynch; I cannot say how long he was connected with the office;—he was convicted of robbing a money letter, and also of forging a letter, and remained in the office only a few weeks after. He was not dismissed, but was allowed to resign. An order book is kept in the office, in which all changes of distribution, &c., notified to the Postmaster are entered, and besides a written notice of such changes is prepared for the despatch clerks, and placed in a conspicuous place, where it cannot escape notice. I believe that entire harmony exists among the clerks in the office, and I have never observed aught else. In regard to the relationship between some members of the staff and the Postmaster, there is a decided feeling of antagonism, the origin of which I cannot exactly understand. Mr. Wright does nothing in common with the other clerks, and I have no doubt that his position creates jealousies. His hours are different; he attends from 9 A.M. to 5 P.M. He conducts the correspondence of the Postmaster, arranges his papers and makes out the accounts current. I have frequently advised the Postmaster to assign to him the same hours as the other clerks had. In regard to the Parliamentary Return to which my attention has been called, I believe that the omission of the letter carrier and messengers from that Return was entirely an inadvertence; it was called for in a hurry, and made out without much time for deliberation. The average number of absentees is from three to five; never more than two are absent at one time on leave; any over that number would be owing to sickness.

MICHAEL EMERY said:—I am a clerk in the Montreal Post Office, of the 2nd class. (here follows a description of Mr. Emery's duties.) From 7 P.M. until 9 P.M. I am alone in the office, until other clerks return from tea, which is generally about 8.30 or near 9 P.M. There are only two clerks required after 9 P.M. for the sorting of newspapers three days in the week, Tuesday, Thursday and Friday; in the evenings of the other days only one is necessary to sort newspapers (Mr. Baillargeon). All mails arriving up to 8 P.M., after

the office is closed, are opened by me, and I sort up the forward for the morning mails. Mails arriving after 9 P.M. are kept in the bags and not opened until the following morning. It is the first duty of the clerks in attendance at 4 A.M. to open these mails. I am not aware of any extraordinary increase in the business of the office which required the increase of the staff which took place in March, 1861. During Dr. Meilleur's time, the staff was insufficient, and some additional help was necessary. The business is gradually increasing; we have a greater number of military letters, which only affects the front office or the work of the delivery clerks.

*Question*—Are you aware of any employés now on the staff whose services could be dispensed with, without detriment to the business of the office?

*Answer*—In reply I would say that I would rather not answer that question, as on officially notifying the Hon. Mr. Spence in reference to a similar matter, I was severely rebuked for so doing by Wm. H. Griffin, Esq., Deputy Postmaster General. I would say, that if the suggestions which I made to the Postmaster General, Hon. Robert Spence, officially, in October or November, 1856, were practically carried out, a considerable amount would be saved annually to the Department. Mr. Lafricain was formerly on the staff as a letter-carrier; he now performs the duties of a clerk, and has done so for about ten months. Mr. Charles Raymond, who was employed last year as a letter-carrier, has likewise been performing duty as a clerk for about the same period, occasionally resuming duty as a letter carrier, on the sickness or absence of any letter carrier. In addition to these, there are six letter-carriers and also three messengers, making the entire staff, including Postmaster and Assistant, clerks, letter carriers, and messengers, thirty-nine. I cannot say what number composed the staff of the office in 1861. There have been changes by removal, &c., but there are at least ten now over the number then employed. The average number of absentees is not more than two. I have a recollection that three were absent at the time the Parliamentary Return was made, but the average will not exceed the number I stated, two.

I have never seen Mr. McGillivray intoxicated, or in fact to know that he had taken liquor at all. A very good feeling pervades the staff, and things work pretty harmoniously in the office at present. Mr. Wright does not work with the rest of the clerks. He is employed wholly in the Postmaster's office; manages correspondence, and if enquiry is made on the subject of any mail irregularity, he investigates it; he does not assist with mails, although I saw him twice help to open English mails. Mr. McEvenue superintends all operations of the office, and assists in various duties, opening and checking mails, &c. Mr. James Simpson was, I recollect, absent from the office for a long time—five or six months or more. I am not aware that he was addicted to habits of intemperance. I never saw him under the influence of liquor in the performance of his duty. I am not aware of the cause which led to the removal of Mr. James Simpson from the position of Assistant Postmaster. He is now an old man, and I do not think he could so well discharge the duty of Assistant Postmaster as Mr. McEvenue, now in that office.

**HENRY HUDDALL**.—Beyond Mr. Huddell's office hours and the duties which he performs, there was nothing elicited which it is necessary to state here. Mr. Huddell is English Mail Clerk, and assists in the general work of the office.

**McDUFF SIMPSON** said:—I am a clerk in the Montreal Post Office. I attend from 4 A.M. to 1 P.M., and I have charge of the registered letters. I also open the mails which arrive during the night. (Here follows a full explanation of Mr. McD. Simpson's work.) My father is associated with me in the registered letter duty—in the afternoon he is in charge. I occasionally act for the Money Order clerk, when he is absent. Mr. Green, the Money Order clerk, does the whole of the Money Order business, makes out the Returns, &c.

*Question*—Have you any knowledge of any clerk having reason to complain of unfair treatment at the hands of Mr. E. S. Freer, the present Postmaster?

*Answer*—I think my father and myself have.

I knew very little about O. Raymond—we are seldom together. He is in the back office and I am in the front, so that we seldom meet. I think that much time is lost in checking mails, that is the number of bags in each mail despatched and received, and entering them in a separate book. I think checking them by the time-bills is all that is required.

MAURICE MURPHY said :—I am a clerk in the Montreal Post Office, of the 2nd class. I have been connected with the office for seventeen years. I am engaged in the delivery. (Here follows a description of his duties.) I also arrange the advertised letters and make up the Dead Letter Returns. I also notify publishers of undelivered papers remaining in the office, and I also keep a book in which is entered the date on which each notification is sent. I am further entrusted by the Postmaster with the charge of the tills, of which there are four. I keep an account of all city or drop letters, and all newspapers, whether Provincial or United States, which are subject to postage. The manner in which I proceed is: a separate box is placed in each till for newspaper postage; the delivery clerks place each cent as received for such papers in the box, and the number of cents determines the number of newspapers. This rule does not apply to the drop letters; they are counted when prepared for delivery and entered in the proper book; it only refers to the papers mentioned.

JAMES MAITLAND, Monthly Sheet clerk in the Montreal Office. [There was nothing elicited from Mr. Maitland which requires to be inserted here. He described fully the duties which he performs.]

ULRIC BENOIT said :—I am clerk in the Montreal Office. [Mr. B. described the duties which he performs as a Mail Clerk.] I obtained leave of absence in June, 1861. Mr. Freer called me, and said he had some holiday for me. I did not ask for holiday. Mr. Freer told me the holiday came by Mr. Cartier. The city elections took place during the eight days I had leave of absence. Mr. Freer stated that Mr. Cartier had written him a letter, requesting him to give me some holiday. I left the city the day after I obtained leave, and returned before the elections were over, and then I went to Quebec. I never worked at the election. I know that there was a charge made in newspapers against D'Amour and myself, and I went to the editor of "Le Pays" and told him it was too bad to charge me so. He said Mr. Desaulles put it in. I have worked at elections against Mr. Desaulles. All I did at the elections in June, 1861, was to bring up a fellow-clerk, who was sick [not one who was in the office, but one who had been in the office three or four years before], to vote for Mr. Cartier. The statement in the "Montreal Herald" and "Le Pays" is not true. I did not canvass for the elections.

JOHN MCKEON said :—I am a clerk of the third class in the Montreal Office. I was appointed in June, 1853. I am engaged in the Mailing Department of the office. The work of the office goes on harmoniously. I have never seen any clerk intoxicated or under the influence of liquor on duty. I have never heard the clerks talking unkindly of the Postmaster. I have no reason to complain of anything myself. I am not aware that there was any extraordinary increase of the business of the office in March, 1861, requiring any great augmentation of the staff. I know of no arrangement by which the present staff could be reduced; every clerk appears to be busily employed. I observed the charge in the "Herald" respecting two clerks said to have been absent from duty for the purpose of canvassing at the election, but cannot say that the charge was correct. I know two of the clerks, D'Amour and Benoit, were absent at the time stated, but how they were employed I cannot say. I have nothing to do with the keeping of accounts or making out of returns. When any change in the distribution, or other alteration, is announced by the Post Office Inspector, it is communicated by the Assistant Postmaster to the Despatch Clerk, who notifies the others. A book is kept in which to note such changes.

ALEXANDER ROBERTSON is a clerk in the Montreal Office. [Mr. R. is a sorter of newspapers, and specified his duties and hours of attendance.] Mr. R. said :—As to the increase which lately took place in the staff of the office, I do not think I ought to be called to pass any remarks. It is for those at the head of affairs to be the best judges.

LÉON MALARD said :—I am principal General Delivery clerk in the Montreal Office. [Here follows a description of his duties.] I have been eight years in the Montreal Office. I am not aware of any extraordinary increase in the business of the office which required any large addition to the staff about March, 1861. There were changes introduced in the work, such as keeping books for recording the arrival and despatch of mails, which require more clerks. The present hours of the clerks, regulating day and night duty, have been observed for eight years past—at least ever since I entered the office. There are two

clerks only in the General or Alphabet Delivery. It is detached from the Box and Drawer Delivery Office. Two wickets are open in the General Delivery when there is a pressure of business. The wickets are not shut during the sorting of mails, but are always kept open. I am not aware of any complaints having been made by the public of delay caused by charging postage to accounts. Some clerks do shirk duty. I think that if one clerk in each department of the office were given a supervision over the others in the same department, greater efficiency would be secured. The Assistant Postmaster has his own duties to perform, and cannot be present at every part of the office, or at all times. The work of distribution and delivery in the office I do not think could be improved. I frequently heard discussions among the clerks respecting the trouble and delay attending the charging of postage, and the profit accruing to the Postmaster from the commissions. I have heard such discussions for years—ever since I came to the office. As far as I can see or know, the clerks work together harmoniously, and I am not aware of the existence of any feelings of insubordination or disrespect to the present Postmaster, Mr. Freer. I have never, at any time, seen any liquor or intoxicating drink brought into or used in the office. About three years ago I saw one person in the office slightly under the influence of liquor, but not so as to be unable to attend to his duties. I never saw more than this one example of this nature in the office. I have seen no similar case whatever within two years past. As far as I know, the Postmaster acts as a perfect gentleman towards all the clerks. He knows no distinction of creed or party, and treats all alike kindly. The United States papers have been faithfully counted and charged against the office for the period of twelve months past; this duty is done by myself. I also keep the account of all postage on Provincial newspapers, for city delivery, paid for quarterly in advance. Transient papers are counted and included in same account; also postage on books and pamphlets. During Dr. Meilleur's time, the staff was not sufficient for the work of the office. I think that the present staff is strong enough to be divided into two sets. With the exception of Thursdays and Fridays, two clerks could perform the work of the office between the hours of 7 and 11 o'clock P.M. On the nights of Thursday and Friday, three clerks would be required for the newspapers, and one for the letters. I have had leave of absence for two weeks; have never had similar leave but once. I am not aware of any clerk absenting himself from duty, without leave, during business hours. I never did so myself.

WM. MCGILLIVRAY said:—I am a clerk in the Montreal Post Office. (Particulars of duty follow here.) I was suspended in April, 1861. I was taken ill, and obliged to lay up, and was confined to bed nearly a fortnight. I got a certificate, on the second day of my illness, from Dr. Fenwick, which stated that my complaint was inflammatory rheumatism. This certificate was enclosed to Mr. Freer, Postmaster, accompanied by a note from me, stating my regret, I was unable to be on duty; I further note that, owing to my complaint growing worse, I thought it advisable, as did Dr. Fenwick, to go home, that is at Smith's Falls, C.W. As soon as I was able to travel I started, and after a good deal of suffering reached home, about the 7th or 8th May. I trace the disease with which I was seized to having been much exposed to wet, during the prevalence of the flood which occurred in the spring of 1861. In going to the office, during that time, I was much wet, and I believe that this circumstance laid the foundation of my disease. In every particular connected with my absence from the office up to the present time, I have acted conscientiously and courteously toward Mr. Freer, the Postmaster, as my superior officer. I had no occasion for the shadow of a supposition that I had at all incurred the displeasure of Mr. Freer. After remaining at home about a fortnight, still unable to walk, I received a communication from Mr. King, P. O. Inspector, announcing to me my suspension from duty, and stating that the cause of my illness was intemperance. I also, at the same time, received a note from Mr. Freer, stating what he had done, that is, that he had reported me, that my illness proceeded from intemperance. I must here observe, that I cannot look upon Mr. Freer's action in this matter as having been brought about by a real and true sense of duty, but by a spirit of opposition aroused within him to satisfy the many whimsical and unaccountable dislikes which he frequently entertains to other employes as well as myself. After the receipt of the letters referred from Mr. King and from Mr. Freer, an investigation was held in the Inspector's office; at my suggestion the investigation took place. I had been

put off two or three times, the Postmaster not being prepared with his charges: afterwards it was proceeded with in the presence of the Inspector, Postmaster, Dr. Fenwick and Mr. J. L. Brondson, a merchant of Montreal. Dr. Fenwick being called for his evidence, testified that my illness was not the result of intemperance. An altercation ensued of an angry nature, which was brought about by Mr. Freer's uncivil style of argument towards Dr. Fenwick, which resulted in Mr. Freer's threatening to carry pistols in personal defence. The investigation was not, I regret to say, what I desired it should be. I was not allowed to bring any of my fellow clerks but one, as witnesses, and why, I never could understand. The clerk, whose evidence was received was Mr. Emery. He was questioned, had he ever seen me unfit for duty through intoxication, and his reply was, no. Mr. Freer wished Dr. Fenwick and Mr. Brondson excluded from the room during the investigation, believing, in my opinion, that the charges against me would be seen by them to be malicious and unfounded. I never had the result of the examination communicated to me officially or otherwise. I was present at the investigation until its close, and did not hear the Post Office Inspector, Mr. King, express himself in reference to it. The evidence which Mr. Freer produced, was in the person of a wandering carpenter, vile enough to perpetrate anything that Mr. Freer might wish. His evidence was simply in effect, that he had once smelled liquor on my breath, and at the same time using words in evidence, which were, no doubt, cunningly and carefully placed in the poor man's mouth. I remained at home from the period when this examination was held, expecting to have the result, favorable or otherwise, communicated to me. I received no communication whatever, and remained absent from duty, or suspended, until the end of April, 1862, just one year from the date of my absence from duty by reason of sickness. The first intimation I received of my restoration to my official position was by letter from Mr. Freer, simply requesting me to return to the office and resume my duties, which I did. I have remained ever since. During the whole period of my suspension, I drew my salary as usual, Mr. Freer generally giving me a cheque for the amount. I wish to add, that since my return to the office, Mr. Freer treats me uncourteously, and on one occasion, when I was fifteen minutes late for duty, he was exceedingly violent in his method of reproving me. I have been connected with the Montreal P. O. since 5th May, 1855, and rank now as a 3rd-class clerk. I cannot understand that there was any such increase in the business of the office, or any change in the routine, which rendered the large increase in the staff, which took place last year, necessary; to be candid, I must say I cannot see it. I think a change might be advantageously made in the duties now performed by Mr. Wright; they might be divided or apportioned among other employés. As it is now, the duty he performs is wholly of a private nature for the Postmaster. His hours are not under the regulation of the office. He comes at 10 A.M. and leaves often at 5 P.M. He is engaged in other business; in fact, he keeps a tobacconist store in the city. I believe that one of the letter-carriers, Meyer, has a situation connected with the Court House. I am not aware that any other person employed in the office has other business to engage his attention.

JAMES SIMPSON said:—I am afternoon Registration Clerk in the Montreal Post Office. I was formerly the Assistant Postmaster, to which office I was appointed in July, 1857. When I was Assistant Postmaster, Dr. Meilleur, the Postmaster, being wholly unacquainted with the duties and incapable of performing them, I had to perform the duties of both Postmaster and Assistant, and for several years was confined, on an average, sixteen hours daily in the office, and at the same time, owing to the deficiency of hands in the office, I had also to perform the duties of a clerk at times,—such as opening mails, attending occasionally to the Money Order Branch, and assisting in the closing of mails. I consider the duties of the Assistant Postmaster to be: To see that the clerks first attend punctually at the hour appointed for attendance; to assign them their proper duties, and to see that such duties are performed; on the arrival of each mail, to see that there are a sufficient number of clerks in attendance; to see that mails are properly and quickly opened, letter bills checked, and contents distributed; that all mail matter, whether posted at the Post Office or received from other offices, is duly made up and despatched at the time appointed. I think that it is also his duty to see that the monthly sheets are properly filled in, and to check them, also to see that a proper account of newspaper postage is kept, and that all city or drop letters are carefully enumerated, and an account

kept daily of the postage accruing thereon. I think that it is also his duty to prepare the accounts current and to exercise a general supervision over the whole business of the office. [Here follows a description of his (Mr. S.'s) present duties]. The only leading duty I see the Assistant-Postmaster (Mr. McEvenue) performing, is that of aiding in the despatch of the English mails. He is generally engaged in opening and checking mails, sometimes assists in making up mails, and has also a general supervision over the clerks. He keeps the letter-carriers' accounts, or rather makes them pay for the letters, &c., delivered to each, and refunds the postage on such letters, &c., as are undelivered and returned to the office. I think these are, to the best of my knowledge, the whole of the duties performed by the present Assistant-Postmaster. These duties could be performed by any senior clerk acquainted with the ordinary routine of Post Office work. I am not aware that I was ever suspended from duty officially, nor was any verbal communication ever given to me of such suspension. In December, 1859, being ill, I obtained leave of absence from the Postmaster-General. The only intimation I had of being suspended was by letter from Dr. Meilleur, who stated that Mr. Freer, then Post Office Inspector, on his way westward had staid at Cobourg and called on the Postmaster-General, who instructed him, Mr. Freer, verbally to order Dr. Meilleur to cease paying my salary. I have had no other intimation whatever, then or since, in reference to the matter. My salary was withheld for six months, from 1st October, 1860, to 1st April, 1861. I received no salary for that period. I was then occupying rooms in the upper part of the Post Office building, which I was required by an official letter from the Department at Quebec, to vacate, in order to carry out certain new arrangements in the Montreal Post Office; this letter contained no allusion whatever to my being suspended. Until you read me the extract, which you have now done, from the Report made in my case by Messrs. Dewe and Freer, I had no knowledge of its language or import. I did not intend to apply the charge of magnifying, or taking an undue advantage of my admissions, to Mr. Dewe, but solely to other parties, and as far as that gentleman is concerned I withdraw the charge. That some underhand and unfair means have been employed against me, I have no doubt, from the punishment that has been accorded to me for a very trivial offence. I have been deprived for six months of my salary altogether while Assistant-Postmaster, equal to \$700, and then degraded to a third-class clerk, at a salary of, last year, \$600, and this year \$640. I had no notification from the Department at Quebec of my degradation to a third-class clerkship; the only intimation of the change which I received was through Mr. Freer, Postmaster, who read me an extract from a letter (official) the purport of which was, that he was instructed to place me in the rank of a third-class clerk, to begin at the lowest salary assigned to clerks of that class. I was not informed directly of the cause of this action; but from a knowledge of the examination and report made in my case referred to, I have no doubt, and had not then any doubt, that it was on the ground of alleged intemperance. In regard to that, however, the error I may have committed in this respect arose from having been induced to use stimulants for my failing health, and unintentionally exceeding the bounds of moderation under the strength of habit induced by its daily use. This, however, was only practised for six or eight months, sometime between the spring and fall of 1860. Six or eight weeks prior to having been reported by Mr. Freer for intemperance, I had found from experience that instead of my health being benefitted by the use of stimulants, it was injured by it, and I connected myself with a Temperance Society and have remained in connection with one or other temperance organization ever since, nor have I taken any intoxicating drink from that time to the present. If the letter-carriers did their duty, they would be fully employed. There are not so many letters delivered by the carriers as when the penny rate constituted their salary. I cannot say that there was any increase of business in the Montreal Office to require the augmentation of staff which took place in 1861. I think that three additional hands were required, and perhaps since the office has been divided and cut up, four, but not any more. By connecting the Money Order Office with the Postmaster's, one clerk could be dispensed with and the Money Order clerk could easily attend to the Money Order business along with other duty. Almost at all times there are two and sometimes three clerks engaged in the work of taking letters from the receiver and stamping them. In this way clerks are needlessly employed, and they might be dispensed with. Two letter-carriers, now doing the duty of clerks, could be dispensed

with as clerks, and there is no use for them as letter-carriers at present. I would suggest that during the whole time of business in the office,—from 4 A.M. to 11 P.M.—there should be a senior clerk having a thorough knowledge of the work, appointed to act as Deputy-Assistant-Postmaster, without increase of pay, to be present one half the time, and the Assistant-Postmaster the other. I think such an arrangement would secure the efficiency of the office.

OLIVER RAYMOND said :—I am a clerk in the Montreal Post Office. I sort newspapers from four A.M. to one P.M. I am a clerk of the third class, to which I was promoted in April last. For four years previously I was constantly making applications for increase. I made an application through the Postmaster, Dr. McNeill, but the Doctor refused to transmit my letter of application, on the ground that I would be dealt with the same as others when the provisions of the Civil Service Bill were acted upon. I once made application through Mr. John Dewe, on the occasion of his being present here on an inquest; also through Mr. Jobin, M.P.P. Mr. Jobin received an answer, which he communicated to me. Mr. Griffin quoted the law applicable to my case, and his argument was, that fourth-class clerks may be promoted to third-class, if found qualified, and that my promotion was, after all, entirely discretionary with the Postmaster General, that I stood in the same position as other fourth-class clerks, that the suspension of their promotion, he thought, arose from the embarrassed condition of the Provincial revenue, and when that suspension was removed it should be taken off me also. I never applied for an increase of salary through Mr. Freer, as I have reason to think that he would not aid me. Many times he has treated me with contempt. A very short time after his appointment, on an occasion when the mails were delayed by snow-storms, about the 14th February, 1861, I was standing in the office reading, when the Postmaster, Mr. Freer, attacked me in a very violent way for being unemployed, and stated that he had power from the Postmaster General to dismiss me instantly,—so much so, that he apologized, or admitted to other employes, that he had used me badly (Mr. McEvenue and Mr. Huddell). Had it not been that I wanted my office so much, I would have resigned it then. On another occasion I asked leave of absence, and Mr. Freer told me that I might go and stay away altogether, for all he cared for my services. I cannot say what originated this bad feeling. At the time of Mr. Freer's appointment as Postmaster, many changes were introduced by him in the working of the office: one was checking the mails as they were made up—a new hand, just appointed, was deputed to see the order carried out; I refer to Mr. Wright. This excited some jocular remarks among the clerks, which were reported to Mr. Freer, and called forth a reproof from him. About the month of March last I made application for leave of absence through Mr. Freer, the Postmaster, and never received any answer to my application. I have since applied for leave through the Assistant-Postmaster, and always got it. Leave of absence has been frequently granted to other parties,—for instance, Mr. James Simpson was absent for twelve months, and we had an idea that he was suspended, although he was always able to walk about the streets. If sick, he was not very bad. From the fact that Mr. Simpson was employed as Money Order clerk, and had not that practical knowledge of the general duties of the office, it was my opinion that Mr. Simpson was unfit for the position he occupied as Assistant-Postmaster. Mr. McGillivray was also absent from the office for about a year. Mr. Wright is a sort of private secretary to Mr. Freer. He makes out accounts for drawers and boxes, postage accounts with merchants, and the monthly account current. He is never employed in the Post Office, but occupies a desk in Mr. Freer's private room. I have no knowledge of the existence of any necessity for the large increase which took place in the office staff in 1861; we were all surprised at the large number appointed. We got through with the work of the office before the extra hands were appointed. There has been one increase in the number of wickets for delivery, and also a new one opened for the Money Order branch of the business, which calls for one clerk at least. I think that the drawers should be done away with, as it would save expense and reduce the work. If this were done, I think that the public would complain.

ANDREW GREEN is Money Order clerk. His hours of attendance are from 9 A.M. to four P.M. without any intermission. Mr. Green described the duty he performed, and added :—My office being separate from other working departments of the office, I have no opportunity for observing how the general business of the office is carried on. I think, however, that things go on smoothly. My time, during the hours stated, is fully occupied,

as I attend to the sale of postage stamps and the collection of postage, and box and drawer accounts, in addition to the Money Order business. I am not aware of any extraordinary increase of the business in the office in 1861, beyond the gradual and natural increase which might be reasonably expected. The arrival of the troops and the increase of the numbers garrisoned here has added considerably to the business of letter delivery. Mr. Freer deposits Money Order Cash, and exercises a supervision over the accounts.

ALFRED D'AMOUR said:—I am a clerk in the Montreal Post Office, and was appointed in April, 1861. (Mr. D'Amour is one of Delivery clerks, and described the duty which he performs.) The present system of sorting and distributing works very well, and I have not observed, during my short period in the office, any defect which would require improvement. I have never seen, nor do I know of the existence of any unkind feelings or any spirit of insubordination on the part of the clerks, or any employé towards the Postmaster, Mr. Freer. All the clerks work harmoniously together, and I have never heard any one complain of unkind treatment from the Postmaster. I am always present at 7 A.M., and the clerks who come at this hour are punctual in attendance. I have never seen any liquor brought into the office, nor any clerk or employé under its influence while on duty. I obtained leave of absence in June, 1861. The manner of obtaining it was this:—Hon. Mr. Rose came to the wicket and said to me, "Mr. D'Amour, do you never get leave of absence from the Post Office? All the employés in the Public Departments at Quebec do." I answered that we got leave by applying to Mr. Freer, Postmaster, who forwarded our application to the Postmaster General at Quebec. Mr. Rose said, "I will get you a permit." He came to me next day and said, that having resigned his position as Commissioner of Public Works, he could not grant one, but said: "If you will call at the Attorney General's Office, he (the Attorney General) will give you a permit for leave." I called at the office of the Attorney General accordingly, and obtained the permit for fifteen days. I told Mr. Freer what had transpired between me and Hon. Mr. Rose, before going to the Attorney General's office, and he, Mr. Freer, expressed no objections to my obtaining leave of absence in the manner proposed. When I received, from the Attorney General, the permit for leave, I shewed it to Mr. Freer. I could not say how the permit was worded. The Attorney General gave me a sealed letter which I handed to him. He was satisfied, and asked me, while I remained in the city, to give my attendance in the morning at the office and assist. I did so, as I remained in the city seven days after receiving the permit for leave, before I left for the country with my family. The city elections took place during these seven days that I remained in the city, and it was after the elections that I took my family for a short visit to the country. I never interfered in the election, neither did I canvass for either of the candidates. I remained in my house all the time the election was in progress. I am a Notary Public by profession.

ROBERT MILLAR said:—I am a clerk in the Montreal Post-Office, of the 4th class, and was appointed in March, 1861. (Mr. Millar described his duties as stamper). I have been twice before the Board of Examiners, but in neither case succeeded in passing. I presented myself in September, 1861, and again in June, 1862. All the clerks, so far as I know, appear to work harmoniously together. I cannot say that Mr. MacNab, who assists me in emptying the receivers and stamping letters, is an industrious and capable clerk; he idles a good deal, frequently absents himself from the office during business hours, and saunters about the office, and thus imposes more than my share of the work upon me.

JAMES MCNAB said:—I am a clerk in the Montreal Post-Office, of the 4th class, and was appointed in March, 1861. (Here follows a description of his duties: sorting newspapers for delivery clerks; filling in the acknowledgments of Railway Mail Clerks' Letter Bills, and stamping letters). The duty of filling in the acknowledgments is pretty correctly performed by me. Complaints of mistakes are sometimes made. I was formerly in business in the city as a commission merchant. I observe no contention among the clerks, and all appear to work harmoniously. A good feeling exists all round.

VITAL BAILLARGEON said:—I am a clerk, of the 4th class, in the Montreal Post Office. I was appointed in March, 1861. I am employed in sorting newspapers. (Here follows a description of his work.) The clerks appear to work harmoniously. I have never seen

any strong drink of any kind brought into the office, and I have never seen any clerk under the influence of liquor while on duty.

JOHN T. WRIGHT said:—I am a clerk, of the 4th class, in the Montreal Post Office. I was appointed on the 9th August, 1861. Was temporarily employed as railway mail clerk on 15th August, 1860, and continued, nominally, as such until time of appointment, except from 23rd April to 9th August, when my services were dispensed with by the Department. I continued to act for Mr. Freer in a private capacity. Mr. Green, the Money Order clerk, receives all monies for orders issued—all monies for drawer or box rents, postage accounts and postage stamps sold. Mr. Green makes up money received on Money Order account for deposit, and it is handed by him to Mr. Freer for deposit daily. Mr. Green keeps all Money Order accounts and makes up all Money Order returns, and manages the whole business of selling postage stamps. My office hours are from 9 A.M. to 5 P.M., with intermission for one hour or forty-five minutes, allowed since May last, for lunch. My duty is: 1st. To see what official letters are received requiring answers, I answer such as I can reply to without reference to the Postmaster. About seven letters daily are written. I then hand over to Mr. Freer such letters as require reference to him, and receive his instructions as to the nature of the reply to be given. This occupies about three hours daily. 2nd. I enter the mens' slips, furnished by the Money Order clerk—by Mr. Murphy shewing the proceeds of the tills, and by the Assistant-Postmaster shewing money received from the letter-carriers. 3rd. I have to answer all verbal applications, of which there are many daily, respecting letters mis-sent, mail irregularities, &c., &c. I keep a check on the English mail clerk: In departure and arrival of each mail, he furnishes me with a memorandum of the number and amount of "paid sent" and "unpaid received."

I check this return as to its additions and extensions, and carry the totals into books provided for the purpose. I have no supervision over the clerks or the general work of the office, beyond instructing the delivery clerks to carry out some order of the Postmaster;—I generally give the orders in writing. I have heard discussions among clerks respecting the propriety of certain instructions I have been deputed to convey, such as, perhaps, changing the duties of clerks, removing one clerk from the box, and placing him in general delivery. I have never known clerks manifest a disposition to disobey an order because conveyed through me. They have asked me at times to solicit changes in duty, which they desired from the Postmaster, but I have always referred them to the Assistant-Postmaster, and reminded them that I was only a 4th class clerk like themselves. I do not think that the staff works harmoniously in regard to duties assigned to particular clerks, myself among the number. The clerks in the office are pretty much divided into three classes: one of these classes is composed of those opposed to Mr. Freer, and think that he (the Postmaster) would take advantage of any little occurrence to report them. A second class thinks he acts fairly and uprightly to all in the office, and another class who keep themselves aloof from either the other two. I consider a great deal of time is wasted in discussions going on between the different persons forming these classes, particularly in the registered letter office, during hours of business. I have reported it on two occasions to the Postmaster, believing it to be inimical to his position as Postmaster. These discussions have not been heard by me personally, but I have been told by members of the staff who have taken part in these discussions. One was animadverting to the conduct of the Postmaster in regard to McGillivray, and another was a discussion connected with the positions the Simpsons occupy on the staff of the office. These discussions were generally carried on in the registered letter office; clerks would leave duty and go in there to gossip. I keep the ledger in which I make all the entries from which the monthly accounts are made up. I draw out that account, fill in vouchers, pay accounts, draw out pay list, and pay clerks their salaries monthly. There are at least four clerks in the office who are incapable of performing any duty beyond that of stamping. In consequence of this, some other clerks are overworked in the duty allotted to them. I have never seen any employé in the office since I have been connected with it, under the influence of liquor, nor have I ever seen any intoxicating drinks brought into the office. I am not aware of any extraordinary increase in business of office in March, 1861, which required any large addition to the staff; but the staff then on duty were insufficient for the proper working of the office, and Mr. Freer felt it his duty, on first assuming the Postmastership, to apply to the Department for an increase to the staff. Postage accounts with merchants are kept by

me; they amount to about \$1000 a month. The Postmaster's commission on these accounts is about \$76 per month. This calculation is on the supposition that all postage accounts are paid, and that no losses occur.

John J. Steuart, Joseph Vallée, Thos. F. Larseneur, H. A. Bourret, Thos. Forsyth and Joseph Palmer, appointed in August, 1861, and George J. Carter, appointed on 10th January, 1862, and David Robinson, appointed 21st Feby., 1862,—all 4th class clerks in the Montreal Post Office,—were examined in reference to their respective hours of employment and duties. These gentlemen stated that the work of the office had proceeded harmoniously; that they had not seen any intoxicating drink brought into the office, nor any of the clerks under its influence, and that they knew of no ill feeling existing among the clerks. They further stated that they have been treated with kindness and consideration by the Postmaster.

The letter-carriers and messengers were also examined as to their employment, and the time given to their several duties.

**MONTREAL POST OFFICE.**

Names of Clerks, Letter-Carriers, and Messengers, appointed and temporary on:

| 1st FEBRUARY, 1861.         | 28th FEBRUARY, 1861.        | 1st AUGUST, 1861.           | 31st AUGUST, 1861.           |
|-----------------------------|-----------------------------|-----------------------------|------------------------------|
| <i>Appointed Clerks.</i>    | <i>Appointed Clerks.</i>    | <i>Appointed Clerks.</i>    | <i>Assistant Postmaster.</i> |
| B. McEvenue..... 1          | B. McEvenue..... 1          | B. McEvenue..... 1          | B. McEvenue..... 1           |
| M. Emery..... 2             | M. Emery..... 2             | M. Emery..... 2             | <i>Appointed Clerks.</i>     |
| H. Huddell..... 3           | H. Huddell..... 3           | H. Huddell..... 3           | M. Emery..... 2              |
| McD. Simpson..... 4         | McD. Simpson..... 4         | McD. Simpson..... 4         | H. Huddell..... 3            |
| M. Murphy..... 5            | M. Murphy..... 5            | M. Murphy..... 5            | McD. Simpson..... 4          |
| J. Maitland..... 6          | J. Maitland..... 6          | J. Maitland..... 6          | M. Murphy..... 5             |
| U. Benoit..... 7            | U. Benoit..... 7            | U. Benoit..... 7            | J. Maitland..... 6           |
| J. McKeon..... 8            | J. McKeon..... 8            | J. McKeon..... 8            | U. Benoit..... 7             |
| A. Robertson..... 9         | A. Robertson..... 9         | A. Robertson..... 9         | J. McKeon..... 8             |
| L. Malard..... 10           | L. Malard..... 10           | L. Malard..... 10           | A. Robertson..... 9          |
| W. McGillivray..... 11      | W. McGillivray..... 11      | W. McGillivray..... 11      | L. Malard..... 10            |
| J. Muir..... 12             | J. Muir..... 12             | James Simpson..... 12       | W. McGillivray..... 11       |
| O. Raymond..... 13          | O. Raymond..... 13          | O. Raymond..... 13          | James Simpson..... 12        |
| K. Reid..... 14             | K. Reid..... 14             | A. Green..... 14            | O. Raymond..... 13           |
| P. Norris..... 15           | J. B. Hill..... 15          | A. D'Amour..... 15          | A. Green..... 14             |
|                             | A. Green..... 16            | J. Brady..... 16            | A. D'Amour..... 15           |
| <i>Temporary Clerks.</i>    | <i>Temporary Clerks.</i>    | <i>Temporary Clerks.</i>    | R. Millar..... 16            |
| T. Forsyth..... 16          | F. Puriham..... 17          | T. Forsyth..... 20          | J. McNab..... 17             |
| D. Robinson..... 17         | J. T. Wright..... 18        | D. Robinson..... 21         | V. Baillargeon..... 18       |
|                             | P. Nelligan..... 19         |                             | J. T. Wright..... 19         |
| <i>Carriers.</i>            | <i>Carriers.</i>            | <i>Carriers.</i>            | J. J. Stewart..... 20        |
| P. O'Reilly..... 18         | P. O'Reilly..... 22         | P. O'Reilly..... 22         | J. Vallée..... 21            |
| J. J. Drew..... 19          | J. J. Drew..... 23          | J. J. Drew..... 23          | A. A. Lynch..... 22          |
| A. Auger..... 20            | A. Auger..... 24            | A. Auger..... 24            | T. J. Larseneur..... 23      |
| L. Lafricain..... 21        | L. Lafricain..... 25        | L. Lafricain..... 25        | H. A. Bourret..... 24        |
| S. Johnston..... 22         | S. Johnston..... 26         | S. Johnston..... 26         | T. Forsyth..... 25           |
|                             |                             |                             | J. L. Palmer..... 26         |
| <i>Office Keeper.</i>       | <i>Office Keeper.</i>       | <i>Office Keeper.</i>       | <i>Temporary Clerk.</i>      |
| J. Mullin..... 23           | J. Mullin..... 27           | J. Mullin..... 27           | D. Robinson..... 27          |
| <i>Messenger.</i>           | <i>Messenger.</i>           | <i>Messenger.</i>           | <i>Carriers.</i>             |
| W. Finton..... 24           | W. Finton..... 28           | W. Finton..... 28           | P. O'Reilly..... 28          |
|                             |                             |                             | J. J. Drew..... 29           |
| <i>Assistant Messenger.</i> | <i>Assistant Messenger.</i> | <i>Assistant Messenger.</i> | A. Auger..... 30             |
| M. Mullin..... 25           | M. Mullin..... 29           | M. Mullin..... 29           | L. Lafricain..... 31         |
| Add Postmaster..... 26      |                             |                             | S. Johnston..... 32          |
|                             | <i>*Temporary Clerk.</i>    | <i>Temporary Carrier.</i>   | <i>Office Keeper.</i>        |
|                             | J. J. Dumont..... 30        | T. Loisselle..... 30        | J. Mullin..... 33            |
|                             | Add Postmaster..... 31      | Add Postmaster..... 31      | <i>Messenger.</i>            |
|                             |                             |                             | W. Finton..... 34            |
|                             |                             |                             | <i>Assistant Messenger.</i>  |
|                             |                             |                             | M. Mullin..... 35            |
|                             |                             |                             | <i>Temporary Carrier.</i>    |
|                             |                             |                             | T. Loisselle..... 36         |
|                             |                             |                             | Add Postmaster..... 37       |

## ANONYMOUS LETTER.

(Copy.)

POST OFFICE, MONTREAL,  
29th July, 1862.

With respect to the Return voted by Parliament, showing employés in the Montreal Post Office, dated Quebec, 16th May, 1862, it appears to be rather a garbled statement; it shows the whole of the employés in 1861, including letter-carriers, and only shows a part in 1862. It should be thus:

|       |                                      |   |   |   |   |   |     |
|-------|--------------------------------------|---|---|---|---|---|-----|
| 1861. | Employés, including letter-carriers, | - | - | - | - | - | 22. |
| 1862. | “                                    | “ | “ | “ | “ | “ | 38  |

Edward S. Freer, Postmaster, \$2000, is incorrect, for he gets nearly \$1200 commission; it should have been stated, as also his duty.

Wm. McGillivray, put down as suspended during enquiry into complaint against him, from 6th May to 1st July, 1861. Why, then, did he not come back till July, 1862? One would think that this gentleman was only two months away. Why not say also that the enquiry went to show that the accusation was through envy or malice?

James Simpson is put down as being suspended for about six months. Why, then, was he more than a year away? and, if he received no salary during the time mentioned, an enquiry would perhaps disclose that he received his salary during the remainder of the time he was away.

O. Raymond, put down as enjoying a salary of \$600 (while he is entitled to more). It should have been stated that he was just promoted, with an increase of salary from 1st April, but had not yet enjoyed the increase; he has been receiving the whole time only \$500 a-year. It is also an error that has been wilfully committed, for this gentleman was back on the 25th April, and the Report is dated 10th May, 1862. This gentleman has good reasons to believe that it was through the Postmaster's enmity; if he received no answer to a letter he sent down to the Postmaster General, asking for leave of absence, more than that was the subject of an espionage caused by the Postmaster.

The occupation set down in the Return for some of the employés is made to appear a great deal more in some cases than it is in reality, when in others it is not fully enough: for instance, J. T. Wright is set down for a large amount, and it is made to appear that he is the general accountant of the office; the truth is, he makes the account current after having the vouchers prepared for him, which work is trifling in itself. The rest of his time is taken up with correspondence for the Postmaster, also keeping accounts of drawers, for which the Postmaster draws a commission of nearly \$1200 per year. If the Postmaster cannot keep this business himself, he ought to pay for it out of his own pocket, and not cause the Department to do it.

The next case is J. Maitland, whose duty is set down as transcribing from letter bills to monthly sheets. He is the book-keeper, and is competent to take the general management; but for some reason not known, the Postmaster has another to make the account current; the reason being probably because he would not wink at any inaccuracies, as for instance: American papers, received daily, were not counted for more than a year until quite lately (the party, who makes the account current is not sworn), they being merely averaged.

Then comes the statement of the absence of the employés: it is incorrect in every respect. At the time specified in the Report, Mr. Raymond was back and perhaps two others. At this present moment, when this is written, there are three absent:

Mr. McNab, one month's leave.

Mr. Malard, two weeks' leave.

Mr. Carter, gone down for his examination.

Four or five may happen to be away on the same day, as we have seen when the new hands were sent to Quebec for examination; but when you come to talk of an average, is another question altogether.

The Postmaster, through his incompetency, has persuaded the Government that more clerks were necessary, when in reality, if he knew how to place them effectually, he has more than enough at present; perhaps he would like to have more to do his private work.

Perhaps Michael Mullins, assistant-porter, would like to be assisted in Mr. Freer's garden. The Deputy-Postmaster looks after the working of the office, and Mr. Wright manages the correspondence. The question arises naturally in one's mind: What does the Postmaster do? The truth is, his office is quite a sinecure. Deputy-Postmasters were appointed, in the first place, in order to facilitate the working of the Post Offices, as it was found the appointments made of Postmasters was a failure; therefore, to cover the matter, deputies were introduced.

As the Government, in their policy, as set forth, are making retrenchments, I would suggest to have the deputies appointed Postmasters, thereby making a saving to the revenue, and do away with the appointments of Deputy-Postmasters, as one person is all that is necessary to manage the business; the more especially as the Department have the work to do. Notwithstanding such a large increase to the staff, the old hands still do the greater part of the work, for if they gave up their duties to the new ones, they would have comparatively little to do. One book-keeper should have the sole control of the accounts of the office; the work at present is divided among three or four. I would recommend likewise to have every clerk sworn.

Better to do away with drawers altogether and substitute boxes, which change would bring about a considerable revenue; also, payment of letters by postage stamps would curtail expenses of the office fully fifty per cent.

The most satisfactory way would be for the Postmaster-General to hold an enquiry.

(Copy.)

MONTREAL, 8th August, 1862.

To the Honorable M. H. Foley,  
Postmaster-General.

HONORABLE SIR,—I am urged by many of my friends, who are acquainted with your love of justice, to lay a simple and plain statement before you for consideration and redress.

I beg leave, therefore, to say, that I have been over twenty-one years employed in the Montreal Post Office, and over three years as Assistant-Postmaster.

In December, 1859, I was unable to attend to my duty from sickness, and procured from the Honorable Postmaster General leave of absence until my health would be re-established. About the same time, it was reported by E. S. Freer, then Post Office Inspector, that my sickness was caused through intemperance, and, some time afterwards, this matter, with others, being investigated by Messrs. E. S. Freer and J. Dewe, Post Office Inspectors, I was told by these gentlemen that if I would admit my error to the fullest extent, it would be best to be excused. They also induced me to withdraw the accompanying certificate, from Dr. Godfrey, as well as that from the principal clerks in the Post Office—(the latter document is in the Hon. the Postmaster-General's office, at Quebec)—to the withdrawal of which I consented, little thinking that other objects were contemplated. These gentlemen magnified my confession, I believe, to a much greater extent than the admission wrung from me would justify. As above stated, leave of absence was granted me, yet my salary was withheld for six months by Dr. J. B. Meilleur, then Postmaster, and I was placed on a reduced salary. I beg leave also to observe that, although granted this absence, I was not enabled to take advantage of change of air to recruit, for leave was accorded with condition that I was not to absent myself at any distance which would require more than six hours to procure my re-appearance whenever called upon, to which instructions I rigidly complied.

Under all the circumstances, you will perceive, Honorable Sir, that I have been hardly dealt with; and, having a large family depending on me for support, I would humbly entreat you to reinstate me to my former position in the Post Office in this city, and order that I be paid that portion of my salary, as Assistant-Postmaster, which has been withheld.

I have the honor to be,

Honorable Sir,

Your obedient servant,

(Signed,) JAMES SIMPSON.

MONTREAL, 15th August, 1862.

Having visited Mr. Simpson, of the Post Office, in the year 1860, with Dr. Godfrey, his regular medical attendant, I add my testimony to his as to the cause and nature of the complaint from which he then suffered.

(Signed),

WM. SUTHERLAND, M.D.

MONTREAL, 13th August, 1862.

I hereby certify that I attended Mr. Simpson, of the Montreal Post Office, in December, 1860; he suffered from general debility and partial paralysis of the optic nerves which so impaired his vision that he could scarcely see to read the largest print.

I believe that his illness was caused by confinement and late hours at his duties in the Post Office. I also distinctly declare that his illness was not caused by the use of stimulants, and for a period of nine months that I was in the habit of seeing him every day, and frequently twice a day, I never saw him take, nor suspected him of having taken, any description of stimulants whatever.

(Signed),

ROBERT T. GODFREY, M.D.

(Copy.)

No. 851.

POST OFFICE INSPECTOR'S OFFICE,  
Toronto, August 22nd, 1862.

SIR,—I beg to return the enclosed communication from Mr. Simpson, forwarded to me for such observations as I may desire to make thereon, in your letter No. 1113, dated 18th instant.

Amongst other matters which formed the subject of an enquiry made by Mr. Freer and myself at Montreal, in February, 1860, was a charge of intemperance against Mr. Simpson, the then Assistant-Postmaster. At the investigation of this charge, Mr. Simpson, according to the best of my recollection, produced two documents—one a medical certificate, stating that the illness which had occasioned his absence from the office was not caused by intoxicating drinks, and the other a paper signed by several of the clerks in the Montreal Office, stating that they had never seen him under its influence.

I did not at the time attach very much importance to these documents, for we were required, not to ascertain whether the assertions they contained were true, but whether Mr. Simpson had really, as alleged, been guilty of excesses which rendered him unfit for the proper performance of his duties. I pointed out to Mr. Simpson that if any foundation whatever existed for the accusation against him, that it would be far better for him to make a candid confession than to undergo an enquiry, in the course of which some of the employes in his office might have to be examined in evidence against him; and further, that such a confession would certainly place him in a better position with the Postmaster-General than if he attempted to deny what we had reason to believe could be proved against him.

Mr. Freer was, however, unwilling to receive any admission whatever from Mr. Simpson until the two documents to which I have referred were withdrawn, and I accordingly suggested to Mr. Simpson the propriety of an acquiescence with Mr. Freer's wish, to which he finally agreed. Mr. Simpson then made the confession contained in the enclosed extract of the Report made by Mr. Freer and myself on the subject, and which we not only laid fully and fairly before your predecessor, but combined with a recommendation for the re-installment of Mr. Simpson in his former position in the office.

I very much regret that Mr. Simpson should make the assertion that I have, in any way, magnified or taken unfair advantage of his admissions, and can only say that such an assertion is utterly untrue.

I have the honor to be, Sir,  
Your very obedient servant,  
(Signed,) J. DEWE,  
Post Office Inspector.

Hon. M. H. Foley,  
Postmaster General.

MONTREAL POST OFFICE,  
13th October, 1862.

Messrs. Lesslie and Sweetnam.

GENTLEMEN,—I respectfully beg leave to inform you that I have a desire to leave the Montreal Post Office; but, owing to circumstances, am obliged to ask for three months salary, as a retired allowance, to enable me to do so.

I am, Gentlemen,  
Your very obedient servant,  
(Signed,) JAMES MAITLAND,  
Book-keeper.

MONTREAL, 14th August, 1862.

The Hon. M. H. Foley,  
Postmaster General,  
Quebec.

HONORED SIR,—I have the honor to acknowledge the receipt of your communication of the 11th instant, in reply to mine of the 8th instant, and herewith enclose a copy or duplicate of doctor's certificate referred to. The certificate from the principal clerks of the Post Office here is in your department at Quebec, as explained in accompanying telegraph. Not having received or holding any official documents or papers touching the matter brought under your consideration, I am unable to prefer distinctly specified complaints, but humbly beg your kind consideration.

I have the honor to be,  
Honored Sir,  
Your obedient servant,  
(Signed,) JAMES SIMPSON.

MONTREAL POST OFFICE,  
16th October, 1862.

DEAR SIR,—Having exposed my claims for arrears of salary before the Commissioners of Enquiry, and not receiving any answer, I would beg leave to state that if the Postmaster-General would be kind enough to grant my demand, I would resign immediately, and so provide a vacancy to fill up, for I am only waiting after those arrears to offer my resignation; in any event, will you please submit my demand for three or four weeks rest, as I am not well at present—in spring and fall my health always gets bad. This, in the same time, would enable me to wait the decision and good pleasure of the Government.

I remain,  
Your most obedient,  
(Signed,) O. RAYMOND.

J. Lesslie, Esq.,  
Postmaster.

(Copy.)

POST OFFICE DEPARTMENT,  
Quebec, 11th August, 1862.

SIR,—I am directed by the Postmaster General to acknowledge the receipt of your letter of the 8th instant, and am, in reply, to say that the enclosure therein referred to was not received with your letter, and that any complaints which you may have to prefer must be distinctly specified, and will then receive due consideration.

(Signed,)

WILLIAM WHITE.

Mr. James Simpson,  
Post Office, Montreal.

POST OFFICE, MONTREAL,  
10th October, 1862.

DEAR SIR,—An enquiry having been instituted, by direction of the Postmaster-General, into the management and present condition of the Montreal Post Office, and it having come out in the course of examination of two of the clerks, Messrs. Benoit and D'Amour, that you had requested me by note, sometime in the spring of last year, to give them a few days leave of absence from their duties, I have been asked to show that note, which, not having regarded as a purely official one, I did not take pains to preserve. Being desirous of complying with the wishes of the gentlemen conducting the enquiry, and as I had reason to consider, from my several interviews with you at the time on post-office matters, that you were acting for the Postmaster-General, then absent, would you have the goodness to furnish me with a copy of the communication in question, or the substance of it, and grant me your permission to produce it before the Enquiry.

I am, dear Sir,

Yours, very faithfully and respectfully,

(Signed,)

E. S. FREER.

The Hon. G. E. Cartier, M.P.P.,  
&c., &c., &c.

[Copy.]

MONTREAL, 10th Oct., 1862.

MY DEAR SIR,—I recollect perfectly well that when I was attending to the Post Office Department, in the absence at that time of the Postmaster General, I wrote you the note you speak of in your letter respecting the granting of leave of absence to the two employés you name. As I have not kept a transcript or memorandum of the note I wrote you, you may use this in its place.

Believe me,

Yours truly,

(Signed)

G. E. CARTIER.

[Copy.]

TORONTO, 20th Oct., 1862.

SIR,—In accordance with the instructions contained in your letter of the 27th Aug. last, as to certain complaints made to you of the existence of serious irregularities and improper practices in the management and working of the Montreal Post Office, accompanied with the undermentioned documents and papers bearing on those complaints, viz:

1st. The letter of James Simpson, dated at Montreal, 8th August, 1862, to the Postmaster General, praying to be reinstated in his former position as Assistant-Postmaster.

2nd. Copy of Report on the case of Mr. James Simpson made by Messrs. Dewe and Freer, on the 16th February, 1860.

3rd. Mr. Dewe's letter of the 22nd August, 1862, to the Postmaster-General, in reply to the charges contained in Mr. Simpson's letter above mentioned.

4th. Anonymous letter addressed to the Postmaster-General, dated at Montreal, 29th July, 1862.

5th. Correspondence between Dr. Meilleur, late Postmaster of Montreal, and the Department, in reference to the balance still due by him.

6th. Report on the condition of the Montreal Post Office, by Mr. Dewe, dated 16th February, 1860.

7th. Account current of the Montreal Post Office for the month of January, 1862, and directing me to proceed to Montreal, to make such special enquiry and to adopt such means as might appear most judicious, in order to ascertain the truth, or otherwise, of the complaints and charges referred to therein; and further instructing me not to confine the inquiry exclusively to those complaints, but also to examine thoroughly into the entire working of the office in all its branches, and to make such examination of its officers and servants, as well as of its books, documents and papers, as might appear to be necessary, and to report the result to the Department, with such observations and recommendations as I might deem proper or requisite.

I beg to state that on the 5th September last I proceeded to Montreal accordingly, where I met Mr. Buckingham, who had been instructed to aid me in the enquiry, and two days afterwards was joined by Mr. Sweetnam, Post Office Inspector of the Kingston Division, also associated with me in this investigation. Mr. Buckingham remained until the 15th September, when urgent business required his presence at Quebec.

The inquiry was suspended from the 20th September to the 8th October, to allow of the completion of certain alterations in the interior of the Post Office building which had been ordered, and was closed on the 16th inst.

I beg to observe that Mr. Freer, Postmaster, afforded every information in his power necessary to facilitate the enquiry.

In reference to the liability of Dr. Meilleur, late Postmaster, I presume that the sum said to be due by him is correctly stated; and as the question appears to be whether or not Dr. Meilleur should be held liable for the balance remaining unpaid, it was considered to be a purely Departmental matter, and was not, in consequence, made the subject of special inquiry.

The result of the investigation is embodied in the report and documents attached thereto, which are herewith transmitted.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

JOSEPH LESSLIE.

Hon. M. H. Foley,  
Postmaster General, &c., &c.

[Copy.]

*List of Clerks, Letter-Carriers, and Messengers, appointed and temporary, under pay at the Montreal Post Office, from the 1st February, 1861, to September, 1862.*

1861.

|          |                                                             |           |    |
|----------|-------------------------------------------------------------|-----------|----|
| February | 1.—Strength of office at this date, exclusive of Postmaster | - -       | 25 |
|          | Deduct Norris, sent back to the Mail Staff (railway)        | - - -     | 1  |
|          |                                                             |           | 24 |
|          | Add Hill, Green, Pridham, Wright, Nelligan, and Dumont,     |           |    |
|          | taken on on change of Postmaster                            | - - - - - | 6  |
|          |                                                             |           | 30 |
| "        | 28.—Strength of office at this date                         | - - - - - | 30 |

|           |                                                                                                              |           |
|-----------|--------------------------------------------------------------------------------------------------------------|-----------|
| March     | 26.—Add new appointments of this date—James Simpson, A. D'Amour, Brady, Millar, McNab, Baillargeon, Labelle. | 7         |
|           |                                                                                                              | <u>7</u>  |
|           | Deduct Pridham, Nelligan, Forsyth, and Dumond, discontinued - - - - -                                        | 4         |
|           |                                                                                                              | <u>33</u> |
| April     | 23.—Deduct Wright, discontinued - - - - -                                                                    | 1         |
|           |                                                                                                              | <u>32</u> |
| May       | 6.—Add Forsyth, put on - - - - -                                                                             | 1         |
|           |                                                                                                              | <u>33</u> |
| "         | 13.—Deduct Labelle, dismissed - - - - -                                                                      | 1         |
| "         | 16.—Deduct Hill, removed - - - - -                                                                           | 1         |
| July      | 1.—Deduct Reid, resigned - - - - -                                                                           | 1—3       |
|           |                                                                                                              | <u>30</u> |
| "         | 3.—Add Loiselle, temporary - - - - -                                                                         | 1         |
|           |                                                                                                              | <u>31</u> |
| "         | 22.—Deduct Muir, resigned - - - - -                                                                          | 1         |
|           |                                                                                                              | <u>30</u> |
| August    | 1.—Strength of office at this date - - - - -                                                                 | 30        |
|           | Deduct Brady, removed - - - - -                                                                              | 1         |
|           |                                                                                                              | <u>29</u> |
| "         | 9.—Add Wright, Stuart, Vallée, Lynch, Larsencour, Bourret, and Palmer, appointed this day - - - - -          | 7         |
|           |                                                                                                              | <u>36</u> |
| "         | 31.—Strength of office this date - - - - -                                                                   | 36        |
| September | 7.—Deduct Loiselle, leaving - - - - -                                                                        | 1         |
|           |                                                                                                              | <u>35</u> |
| "         | 8.—Add Mayer and Raymond, temporary letter-carriers - - - - -                                                | 2         |
| October   | 16.—Add Filiatreault, appointed - - - - -                                                                    | 1         |
|           |                                                                                                              | <u>38</u> |
| 1862.     |                                                                                                              |           |
| January   | .....—Deduct Lynch, dismissed - - - - -                                                                      | 1         |
|           |                                                                                                              | <u>37</u> |
| "         | .....—Add George J. Carter, appointed - - - - -                                                              | 1         |
|           |                                                                                                              | <u>38</u> |
| September | ...—Total strength (exclusive of Postmaster) at this date - - - - -                                          | 38        |

MEMO.—As the above list represents the number of employés under pay at the particular dates and periods shewn, it is necessary to remark that

Mr. McGilivray (included in the total strength shewn on 1st February) was under suspension from 4th May, 1861, to 25th April, 1862; and

Mr. Lafraicain (also included in the first total as a letter-carrier) received leave of absence from that duty, for sickness, for three months, on the 29th August, 1861, and has only been able to do light in-door duty from that to the present time.

## PAY LIST, Post Office, Montreal, for month ending 31st January, 1862.

| NAME.                 | Class.                | Period. |      | Rate per annum.     | Amount.           | Received from<br>P. M., the sums set opposite our names, in full of our salaries for the period ended as above. |
|-----------------------|-----------------------|---------|------|---------------------|-------------------|-----------------------------------------------------------------------------------------------------------------|
|                       |                       | From    | To   |                     |                   |                                                                                                                 |
| E. S. Freer.....      | Postmaster.....       | 1st     | 31st | \$ cts.<br>2,000 00 | \$ cts.<br>166 67 | E. S. Freer.                                                                                                    |
| B. McEvenue.....      | Assist. do.....       | "       | "    | 1,400 00            | 116 67            | B. McEvenue.                                                                                                    |
| M. Emery.....         | 2nd class.....        | "       | "    | 900 00              | 75 00             | M. Emery.                                                                                                       |
| H. Huddell.....       | ".....                | "       | "    | 900 00              | 75 00             | H. Huddell.                                                                                                     |
| McD. Simpson.....     | ".....                | "       | "    | 900 00              | 75 00             | McD. Simpson.                                                                                                   |
| M. Murphy.....        | ".....                | "       | "    | 900 00              | 75 00             | M. Murphy.                                                                                                      |
| Jas. Maitland.....    | ".....                | "       | "    | 900 00              | 75 00             | Jas. Maitland.                                                                                                  |
| U. Benoit.....        | 3rd class.....        | "       | "    | 700 00              | 58 33             | U. Benoit.                                                                                                      |
| J. McKeon.....        | ".....                | "       | "    | 600 00              | 50 00             | J. McKeon.                                                                                                      |
| Alex. Robertson.....  | ".....                | "       | "    | 600 00              | 50 00             | Alex. Robertson.                                                                                                |
| L. Malard.....        | ".....                | "       | "    | 600 00              | 50 00             | L. Malard.                                                                                                      |
| W. McGillivray.....   | ".....                | "       | "    | 600 00              | 50 00             | W. McGillivray.                                                                                                 |
| James Simpson.....    | ".....                | "       | "    | 600 00              | 50 00             | Jas. Simpson.                                                                                                   |
| O. Raymond.....       | 4th class.....        | "       | "    | 500 00              | 41 67             | O. Raymond.                                                                                                     |
| A. Green.....         | ".....                | "       | "    | 500 00              | 41 67             | A. Green.                                                                                                       |
| Alfred d'Amour.....   | ".....                | "       | "    | 500 00              | 41 67             | Alfred d'Amour.                                                                                                 |
| Robert Millar.....    | ".....                | "       | "    | 500 00              | 41 67             | Robert Millar.                                                                                                  |
| James McNab.....      | ".....                | "       | "    | 500 00              | 41 67             | James McNab.                                                                                                    |
| V. Baillargeon.....   | ".....                | "       | "    | 500 00              | 41 67             | O. Baillargeon.                                                                                                 |
| J. T. Wright.....     | ".....                | "       | "    | 500 00              | 41 67             | J. T. Wright.                                                                                                   |
| J. J. Stuart.....     | ".....                | "       | "    | 500 00              | 41 67             | J. J. Stuart.                                                                                                   |
| Joseph Vallée.....    | ".....                | "       | "    | 500 00              | 41 67             | Joseph Vallée.                                                                                                  |
| T. F. Larseneur.....  | ".....                | "       | "    | 500 00              | 41 67             | T. F. Larseneur.                                                                                                |
| H. A. Bourret.....    | ".....                | "       | "    | 500 00              | 41 67             | H. A. Bourret.                                                                                                  |
| Thos. Forsyth.....    | ".....                | "       | "    | 500 00              | 41 67             | Thos. Forsyth.                                                                                                  |
| Jos. L. Palmer.....   | ".....                | "       | "    | 500 00              | 41 67             | Jos. L. Palmer.                                                                                                 |
| George J. Carter..... | ".....                | 10th    | "    | 500 00              | 29 59             | Geo. J. Carter.                                                                                                 |
| P. O'Reilly.....      | Letter-carrier... 1st | "       | "    | 560 00              | 46 67             | P. O'Reilly.                                                                                                    |
| J. J. Drew.....       | 2nd ".....            | "       | "    | 560 00              | 46 67             | John J. Drew.                                                                                                   |
| A. E. S. Auger.....   | ".....                | "       | "    | 560 00              | 46 67             | A. E. S. Auger.                                                                                                 |
| L. Lafricain.....     | ".....                | "       | "    | 560 00              | 46 67             | Louis Lafricain.                                                                                                |
| S. Johnson.....       | ".....                | "       | "    | 560 00              | 46 67             | S. Johnson.                                                                                                     |
| O. Filiatreault.....  | ".....                | "       | "    | 480 00              | 40 00             | O. Filiatreault.                                                                                                |
| J. Mullin.....        | Office-keeper....     | "       | "    | 384 00              | 32 00             | J. Mullin.                                                                                                      |
| Wm. Finton.....       | Messenger.....        | "       | "    | 300 00              | 25 00             | Wm. Finton.                                                                                                     |
| M. Mullin.....        | Laborer.....          | "       | "    | 3s. 4d. per day.    | 20 67             | his<br>M. - - Mullin.<br>mark.                                                                                  |
|                       |                       |         |      |                     | \$1,888 99        |                                                                                                                 |

(Signed,)

E. S. FREER,

Postmaster.

[Copy.]

For month ended 31st January, 1862.—\$46.68.

MONTREAL, February 1, 1862.

Received from the Postmaster General of Canada, by the hands of the Postmaster of Montreal, \$46.68, being for one month's pay as temporary letter-carrier, from the 1st to 31st January, 1862.

WITNESS:

(Signed,) J. T. Wright.

(Signed,)

C. A. RAYMOND.

VOUCHER, A.

[Copy.]

*For month ended 31st January, 1862.—\$46.68.*

MONTREAL, February 1, 1862.

Received from the Postmaster General of Canada, by the hands of the Postmaster of Montreal, \$46.68, being for one month's pay as temporary letter-carrier, from the 1st to 31st January, 1862.

WITNESS :

(Signed,) J. T. Wright.

(Signed,) E. MEYER.

[Copy.]

*For month ended 31st January, 1862.—\$40.*

MONTREAL, February 1, 1862.

Received from the Postmaster General of Canada, by the hands of the Postmaster of Montreal, \$40, being for one month's pay as temporary clerk in the Montreal Post Office, from the 1st to 31st January, 1862.

WITNESS :

(Signed,) J. T. Wright.

(Signed,) DAVID ROBINSON.

THE POST OFFICE at Montreal, County of Hochelaga, in account with the Post Office Department, for the month ended the 31st January, 1862.

Dr.

Cr

| CHARGE.                                                                                                                                          | Postmaster's Column. | Column for Correction on Examination at P. O. D. | DISCHARGE.                                                                                                                                            | Postmaster's Column. | Column for Correction on Examination at P. O. D. |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------|
|                                                                                                                                                  | \$ cts.              | \$ cts.                                          |                                                                                                                                                       | \$ cts.              | \$ cts.                                          |
| To balance due on preceding accounts, as per notice from the accountant, lettered E.....                                                         |                      |                                                  | By balance due on preceding accounts, per notice from the accountant, lettered E.....                                                                 |                      |                                                  |
| To postage on letters paid in money, sent from, and unpaid letters received at, this office, month of Jan.....                                   | 1639 71              | 1639 71                                          | By amount of mis-sent and re-directed, month of January...<br>By dead letters and overcharges per Dead Letter Bills transmitted during the month..... | 26 39                | 25 45<br>26 39                                   |
| To amount of postage sent to, and unpaid received from, Great Britain.....                                                                       | 608 37               | 608 37                                           | By P. O. Insp. postage account.....                                                                                                                   | 63 34                | 63 34                                            |
| To amount of postage paid sent to, and unpaid received from, the North American Provinces.....                                                   | 11 95                | 14 95                                            | By salaries, per pay list and receipts, No. 5.....                                                                                                    | 2072 20              | 4 62<br>2072 35<br>173 05                        |
| To establish surcharges upon last quarter, per notice from the accountant, lettered S.....                                                       | 3 08                 | 3 08                                             | By travelling charges, per receipts.....                                                                                                              |                      |                                                  |
| To postage on wry letters—per accompanying statement. To do box and drop letters, do do.....                                                     | 91 98                | 91 98                                            | By carrier's wages and repairing mail bags, per receipts.....                                                                                         | 209 03               | 1 50<br>202 16                                   |
| To amount collected on Provincial registered letters do To amount of stamps sold during the month, as per account on other side, lettered A..... | 24 48                | 24 48                                            | By tradesmen's bills, per receipts, No. 4.....                                                                                                        |                      |                                                  |
| To postage on newspapers, &c., delivered at this office, not accounted for in monthly sheets—per accompanying statement.....                     | 3437 23              | 3387 23                                          | By rents and taxes, per receipts.....                                                                                                                 |                      |                                                  |
| To amount collected by letter carriers, per accompanying statement.....                                                                          | 189 67               | 189 67                                           | By stationery, printing, and advertising, per receipts No. 2.....                                                                                     | 68 47                | 68 47                                            |
| To amount collected for the accommodation of letter boxes and drawers, per accompanying statement.....                                           | 16 50                | 10 50                                            | By amounts paid for fuel and light, per receipts No. 2.....                                                                                           | 209 00               | 214 00                                           |
| To amount of miscellaneous receipts, per accompanying statement.....                                                                             | 1 73                 | 1 73                                             | By other incidental disbursements, per receipts No. 5.....                                                                                            | 42 02                | 34 01                                            |
| To over-paid Filiaireault's salary, per account, letter B.....                                                                                   | 9 99                 | 106 48                                           | By cash to balance.....                                                                                                                               | 3198 85              | 3198 85                                          |
|                                                                                                                                                  | 6084 69              | 6084 18                                          | By Inspector's Postage Act.....                                                                                                                       | 195 34               |                                                  |
|                                                                                                                                                  |                      |                                                  | By postage stamp commission.....                                                                                                                      |                      |                                                  |
|                                                                                                                                                  |                      |                                                  | By special credit per account current.....                                                                                                            |                      |                                                  |
|                                                                                                                                                  |                      |                                                  |                                                                                                                                                       | \$6084 69            | 6084 18                                          |

(Signed,) E. S. FREER,  
Postmaster.

## NOTE WITH RESPECT TO THESE ACCOUNTS AND REMITTANCES.

In making their remittances to the Post Office Department, Postmasters should be careful not to send any defaced or uncurrent coins or uncurrent bank notes, and especially *Bills of the United States Banks*.

Wherever practicable, Postmasters should pay their balances into a Bank or Bank Agency, to the credit of the Postmaster General, sending the Bank Draft drawn to the order of the Postmaster General for the amount, with the Monthly Account.

The Monthly Account and Remittance should be transmitted within 20 days after termination of the month to the Postmaster General, carefully enveloped in the cover provided for the purpose, and sealed with the Official Seal, and the package should in all cases, whether containing a remittance or not, be *Registered*.

A letter, called a "Letter of Advice," (a blank form of which is furnished) addressed to the Postmaster General, should always be sent to notify the despatch of the packet containing the Monthly Account and Remittance.

## A

## ACCOUNT of Postage Stamps for the Month of

|                                                                               | 1 cent stamps. | 5 cent stamps. | 10 cent stamps. | 12½ cent stamps. | 17 cent stamps. | Total.   |
|-------------------------------------------------------------------------------|----------------|----------------|-----------------|------------------|-----------------|----------|
|                                                                               | \$ cts.        | \$ cts.        | \$ cts.         | \$ cts.          | \$ cts.         | \$ cts.  |
| Stock on hand at the expiration of last month ...                             | 56 00          | 625 64         | 535 55          | 392 00           | 159 81          | 1669 00  |
| Add postage stamps received from the P. O. Department during this month ..... | 400 00         | 2000 00        | 500 00          | 1000 00          | 340 00          | 4240 00  |
| Total .....                                                                   | 456 00         | 2625 64        | 1035 55         | 1392 00          | 499 81          | 5909 00  |
| Deduct sold during the month .....                                            | 402 00         | 1864 10        | 370 00          | 657 50           | 193 63          | 3387 23* |
| Stock on hand at close of month .....                                         | 54 00          | 761 54         | 665 55          | 734 50           | 306 18          | 2521 77  |

\* This amount to be carried to the Debit side of the Account Current.

ITEMS extracted from the Monthly Accounts Current of the Montreal Post Office, from 1st February, 1861, until  
 Dr. 31st January, 1862—one year.

80

| Date.     | Unpaid received and paid sent. | English postage. | Box or drop letters. | Registration fee. | Stamps sold.      | Newspaper postage. | Collected by letter carriers. | Way letters. | Boxes and Drawers. | Miscellan's sources. | Total.   |
|-----------|--------------------------------|------------------|----------------------|-------------------|-------------------|--------------------|-------------------------------|--------------|--------------------|----------------------|----------|
|           | \$ cts.                        | \$ cts.          | \$ cts.              | \$ cts.           | \$ cts.           | \$ cts.            | \$ cts.                       | \$ cts.      | \$ cts.            | \$ cts.              | \$ cts.  |
| 1861.     |                                |                  |                      |                   |                   |                    |                               |              |                    |                      |          |
| February  | 1620 27                        | 609 63           | 32 79                | 22 08             | 200 00<br>1970 88 |                    | 210 14                        |              |                    | 11 87                | 4728 24  |
| March     | 1556 61                        | 629 48           | 55 23                | 23 06             | 400 00<br>2683 30 | 306 73             | 162 40                        |              | 106 50             | 10 02                | 5933 34  |
| April     | 1590 40                        | 570 94           | 57 66                | 27 90             | 400 00<br>2908 51 |                    | 167 17                        | 1 79         | 60 07              | 50 95                | 5835 40  |
| May       | 1682 11                        | 580 04           | 51 55                | 21 78             | 400 00<br>3136 41 |                    | 145 16                        | 18 51        | 216 60             | 10 98                | 6263 14  |
| June      | 1579 87                        | 598 07           | 48 27                | 23 28             | 600 00<br>3283 41 | 300 45             | 139 09                        | 40 35        | 100 50             | 15 90                | 6729 19  |
| July      | 1668 75                        | 581 04           | 46 81                | 25 96             | 400 00<br>3030 44 |                    | 148 67                        | 34 89        | 37 50              | 11 97                | 5986 03  |
| August    | 1603 72                        | 684 84           | 40 19                | 27 18             | 400 00<br>3103 79 |                    | 175 66                        | 57 97        | 48 31              | 15 48                | 6458 54  |
| September | 1535 29                        | 587 44           | 48 37                | 26 14             | 600 00<br>3705 33 | 320 77             | 179 13                        | 36 36        | 26 62              | 14 32                | 7079 77  |
| October   | 1779 58                        | 660 54           | 48 24                | 24 98             | 400 00<br>3751 71 |                    | 196 87                        | 40 81        | 24 00              | 17 65                | 6944 38  |
| November  | 1616 24                        | 668 54           | 35 60                | 22 86             | 400 00<br>3841 33 |                    | 188 60                        | 23 27        | 36 00              | 20 65                | 6903 09  |
| December. | 1553 75                        | 532 26           | 64 16                | 23 56             | 3747 60           | 309 32             | 191 73                        | 5 55         | 28 50              | 21 00                | 6477 43  |
| 1862.     |                                |                  |                      |                   |                   |                    |                               |              |                    |                      |          |
| January   | 1639 71                        | 608 37           | 91 98                | 24 48             | 3487 23           |                    | 189 67                        | 3 08         | 16 50              | 23 67                | 6084 69  |
|           | \$19426 30                     | 7311 20          | 720 85               | 293 86            | 43151 92          | 1237 27            | 2093 09                       | 262 58       | 701 10             | 224 47               | 75423 24 |

Cr.

| Date.           | Dead Letters. | Salaries. | Tradesmen's Bills. | Rents and Taxes. | Stationery, Printing, and Advertising. | Fuel and Light. | Incidental Disbursements. | Postage Stamp Commission. | Miscellaneous sources. | Cash Balances. | Total.   |
|-----------------|---------------|-----------|--------------------|------------------|----------------------------------------|-----------------|---------------------------|---------------------------|------------------------|----------------|----------|
|                 | \$ cts.       | \$ cts.   | \$ cts.            | \$ cts.          | \$ cts.                                | \$ cts.         | \$ cts.                   | \$ cts.                   | \$ cts.                | \$ cts.        | \$ cts.  |
| 1861.           |               |           |                    |                  |                                        |                 |                           |                           |                        |                |          |
| February .....  | 60 97         | 1605 69   | 173 05             | .....            | 135 83                                 | 220 10          | 109 31                    | .....                     | 15 47                  | 2407 82        |          |
| March .....     | .....         | 1663 06   | 129 12             | .....            | 213 37                                 | 6 14            | 20 02                     | 143 06                    | 21 20                  | 3737 37        |          |
| April .....     | 119 41        | 1687 03   | 88 80              | .....            | 95 43                                  | 38 00           | 11 95                     | .....                     | 3 61                   | 3791 17        |          |
| May .....       | 78 64         | 1548 41   | 203 12             | .....            | 130 81                                 | 182 00          | 10 26                     | 149 37                    | 4 50                   | 3956 03        |          |
| June .....      | 66 97         | 1626 91   | 81 08              | 400 00           | 366 48                                 | .....           | 40 50                     | 196 68                    | 98 06                  | 3852 61        |          |
| July .....      | 65 03         | 1744 85   | 86 08              | .....            | 118 81                                 | .....           | 49 61                     | .....                     | 79 41                  | 3842 24        |          |
| August .....    | 84 42         | 1807 99   | .....              | 64 13            | 127 71                                 | 584 00          | 9 09                      | .....                     | 15 95                  | 3451 68        |          |
| September ..... | 84 66         | 2116 71   | 156 32             | .....            | 117 81                                 | 224 05          | 122 98                    | 209 80                    | 58 50                  | 3988 94        |          |
| October .....   | 83 03         | 2017 67   | 76 64              | .....            | 211 28                                 | 124 40          | 77 64                     | 206 75                    | 14 32                  | 4122 65        |          |
| November .....  | 85 50         | 2017 00   | 69 56              | .....            | 223 03                                 | .....           | 42 01                     | 206 98                    | 10 65                  | 4248 98        |          |
| December .....  | 55 89         | 2034 34   | 288 91             | 484 13           | 69 41                                  | 5 82            | 54 24                     | 180 14                    | 40 07                  | 3284 78        |          |
| 1862.           |               |           |                    |                  |                                        |                 |                           |                           |                        |                |          |
| January .....   | 63 34         | 2072 26   | 209 02             | .....            | 68 47                                  | 209 00          | 42 02                     | 173 05                    | 48 68                  | 3198 85        |          |
|                 | \$847 86      | 21941 92  | 1561 70            | 928 26           | 1878 44                                | 1593 21         | 589 63                    | 1779 28                   | 410 42                 | 43892 52       | 75423 24 |

NAMES OF ALL EMPLOYÉS IN MONTREAL POST OFFICE, SEPTEMBER, 1862.

| NAMES.              | HOURS.                                    | DUTIES.                                                                                                                                                             | Hours for Breakfast and Dinner.                     |
|---------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| E. S. Freer         |                                           | Postmaster                                                                                                                                                          |                                                     |
| Bernard McEvenue    |                                           | Assistant Postmaster. To assist Postmaster in supervision of office                                                                                                 |                                                     |
| Michael Emery       | 1 P.M. to 9 P.M.                          | Rating, sorting and distributing letters to boxes, and principal afternoon mail despatch Clerk                                                                      | No interval for meals.<br>Dinner, 11 A.M. to 1 P.M. |
| Henry Haddel        | 7 A.M. to 7 P.M., and extra when required | Principal English Mail Clerk, and general mail, sorting and distributing.                                                                                           | No interval for meals.                              |
| McDuff Simpson      | 4 A.M. to 1 P.M.                          | Morning Registered Letter Clerk                                                                                                                                     | No interval for meals.                              |
| Maurice Murphy      | 7 A.M. 7 P.M.                             | Very important duties—principally as sorter for Merchant's drawers and boxes, general delivery, and Letter Carrier's, and has charge of advertised and dead letters | Dinner, 11 A.M. to 1 P.M.                           |
| James Maitland      | 8 A.M. to 6 P.M.                          | Transcribing from letter bills to monthly sheets, and assisting in afternoon mail despatch as entering Clerk                                                        | Dinner, 12 A.M. to 2 P.M.                           |
| Ulrip Bonoit        | 1 P.M. to 11 P.M.                         | Rating, sorting and distributing letters to boxes, and principal evening mail despatch Clerk                                                                        | No interval for meals.                              |
| John McKeon         | 1 P.M. to 11 P.M.                         | Rating and sorting early morning mails and mail despatch                                                                                                            | No interval for meals.                              |
| Alexander Robertson | 4 A.M. to 1 P.M.                          | Principal newspaper sorting Clerk, morning, and assisting in morning mail despatch                                                                                  | Breakfast, 8 to 9 A.M.                              |
| Leon Malard         | 7 A.M. to 7 P.M.                          | Principal general delivery Clerk, and box and drawer newspaper sorter                                                                                               | Dinner, 11 A.M. to 1 P.M.                           |
| William McGillivray | 7 A.M. to 7 P.M.                          | Assists at Registration and entering evening mails, occasionally at Wicket                                                                                          | Dinner, 11 A.M. to 1 P.M.                           |
| James Simpson       | 1 P.M. to 7 P.M.                          | Afternoon Registered Letter Clerk                                                                                                                                   | No interval for meals.                              |
| Oliver Raymond      | 4 A.M. to 1 P.M.                          | Assisting morning mail despatch, and sorting letters and newspapers                                                                                                 | Breakfast, 8 to 9 A.M.                              |
| Andrew Green        | 9 A.M. to 4 P.M.                          | Money Order Clerk                                                                                                                                                   | No interval for meals.                              |
| Alfred D'Amour      | 7 A.M. to 7 P.M.                          | No. 1 wicket, and assistant-box and drawer newspaper sorter, delivers portion of Military correspondence                                                            | Dinner, 11 A.M. to 1 P.M.                           |
| Robert Miller       | 7 A.M. to 7 P.M.                          | Collecting letters and newspapers from general receiving box and stamping                                                                                           | Dinner, 11 A.M. to 1 P.M.                           |
| James McNab         | 7 A.M. to 7 P.M.                          | Do and assisting, entering and copying Railway Mail Clerks Letter Bills                                                                                             | Dinner, 11 A.M. to 1 P.M.                           |
| Vital Baillargeon   | 1 P.M. to 11 P.M.                         | Assistant afternoon mail despatch Clerk, and principal afternoon newspaper sorter, enters hours of arrival of afternoon and evening mails on mail books             | No interval for meals.                              |
| John T. Wright      | 9 A.M. to 5 P.M.                          | Keeps and renders general and monthly accounts, drawer accounts, attends to letter-books and ledger                                                                 | No interval for meals.                              |
| John J. Stuart      | 7 A.M. to 7 P.M.                          | No. 2 wicket, assists also in letter distribution, for boxes and drawers                                                                                            | Dinner, 1 P.M. to 2 P.M.                            |
| Joseph Vallée       | 4 A.M. to 1 P.M.                          | Assistant morning mail despatch Clerk, seals packages, assorts newspapers, and enters hours of arrival and departure of early morning mails on mail books           | Dinner, 1 P.M. to 3 P.M.                            |
|                     |                                           |                                                                                                                                                                     | Breakfast, 8 to 9 A.M.                              |

## NAMES OF ALL EMPLOYES IN MONTREAL POST OFFICE, SEPTEMBER, 1862.

| NAMES.              | HOURS.            | DUTIES.                                                                                                                                                | Hours for Breakfast and Dinner.           |
|---------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| Thomas F. Larseneur | 7 A.M. to 7 P.M.  | No. 2 wicket.—Assists principal sorter, Mr. Murphy                                                                                                     | Dinner, 11 A.M. to 1 P.M.                 |
| Hormidas A. Bourdet | 7 A.M. to 7 P.M.  | General delivery Clerk                                                                                                                                 | Dinner, 1 to 3 P.M.                       |
| Thomas Forsyth      | 4 A.M. to 1 P.M.  | American mails "received and sent" books. Copies and enters American Bills, enters forenoon mails, and collects Registered Letters for mail (despatch) | No interval for meals.                    |
| Joseph L. Palmer    | 7 A.M. to 7 P.M.  | General newspaper sorter, enters hours of arrival and departure of mails in mail books, and assists generally                                          | Dinner, 11 A.M. to 1 P.M.                 |
| George J. Carter    | 7 A.M. to 7 P.M.  | Newspaper sorter, and assists in stamping                                                                                                              | Dinner, 11 A.M. to 1 P.M.                 |
| David Robinson      | 7 A.M. to 7 P.M.  | No. 2 wicket.—Principal wicket Clerk for delivery and forwarding Military correspondence                                                               | Dinner, 1 to 3 P.M.                       |
| Philip O'Reilly     |                   | Letter Carrier.—Attends at office, at 8.30 A.M., daily, and receives day's delivery                                                                    |                                           |
| John J. Drew        |                   | Do —Attends at office at 8.30 A.M. and 2.30 P.M., and receives morning and afternoon delivery                                                          |                                           |
| A. E. S. Auger      |                   | Do —Attends at office at 8.30 A.M., daily, and receives day's delivery                                                                                 |                                           |
| Louis Lafreain      | 4 A.M. to 1 P.M.  | Do —In weak health, generally assists in office                                                                                                        |                                           |
| Samuel Johnston     |                   | Do —Attends at office at 8.30 A.M. and 2.30 P.M., and receives morning and afternoon delivery                                                          |                                           |
| Octavo Filiatreault |                   | Do —Attends at office at 8.30 A.M., daily, and receives day's delivery                                                                                 |                                           |
| Jeremiah Mullin     |                   | Office Keeper                                                                                                                                          | Resides on premises.                      |
| William Finton      | 1 P.M. to 11 P.M. | Afternoon Messenger                                                                                                                                    | No interval for meals.                    |
| Michael Mullin      |                   | Assistant Messenger                                                                                                                                    | Resides on premises.                      |
| Edouard Meyer       |                   | Temporary Letter Carrier.—Attends at office at 8.30 A.M., daily, and receives day's delivery                                                           |                                           |
| Charles A. Raymond  | 7 A.M. to 7 P.M.  | Do do —At present generally assists in office, occasionally on duty as Letter Carrier                                                                  | When in office, dinner, 11 A.M. to 1 A.M. |

(Signed)

E. S. FREER,  
Postmaster.

## RETURN

To an Address of the Honorable the Legislative Council, dated 13th March, 1863, For statement of sums paid to the Indians of Lower Canada, from 1858.

By Command.

J. O. BUREAU,  
Secretary.

SECRETARY'S OFFICE,  
14th April, 1863.

STATEMENT of sums paid to the various Indian Bands or Tribes, special grants to individual Indians, salaries of Missionaries, and amounts paid for special services on behalf of Indians in Lower Canada, from the 3rd May, 1858, to the 13th March, 1863, made out in accordance with an Address to His Excellency the Governor General, from the Honorable the Legislative Council, dated 13th March, 1863.

| Date.          | Name of Tribe or Band.                                                                         | Popula'n of each Tribe or Band, by Census of 1858. | Amount paid. | Authority for Grant. | To whom paid, and by whom distributed. |
|----------------|------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------|----------------------|----------------------------------------|
| 1858, May 3    | <i>Amalacite Indians, of Township of Viger.</i>                                                | 171                                                | \$ cts.      |                      |                                        |
| 1860, Sept. 29 | Suffering from sickness.....                                                                   |                                                    | 100 00       | Governor General     | Rev. L. Marceau.                       |
|                |                                                                                                |                                                    | 400 00       | Governor General     | Rev. C. F. Cazeau.                     |
|                |                                                                                                |                                                    | \$500 00     |                      |                                        |
| 1858, July 24  | <i>Gonzagu Vincent.</i><br>Superannuated Schoolmaster<br>Continued to widow—(Sec. page 3.)     |                                                    | 50 00        | Governor General     | To himself.                            |
| 1858, July 24  | <i>Abcnakis of St. Francis.</i><br>Account vaccination .....                                   | 387                                                | 30 00        | Governor General     | Dr. Toussin.                           |
| 1858, Aug. 25  | <i>Montagnais Indians, North Shore of St. Lawrence.</i><br>Acc't provisions and clothing ..... | About 200                                          | 200 00       | Governor General     | D.E.Price, Esq., M.P.P.                |
| 1858, Oct. 18  | Acc't provisions and clothing .....                                                            |                                                    | 400 00       | Governor General     | Rev. C. F. Cazeau.                     |
| 1859, Feb'y 15 | Acc't provisions and clothing .....                                                            |                                                    | 400 00       | Governor General     | D.E.Price, Esq., M.P.P.                |
| 1860, April 5  | Acc't clothing and provisions .....                                                            |                                                    | 400 00       | Governor General     | D.E.Price, Esq., M.P.P.                |
| 1861, Mar. 21  | Acc't clothing and provisions .....                                                            |                                                    | 400 00       | Governor General     | D.E.Price, Esq., M.P.P.                |
| 1861, June 3   | Acc't relief destitute members .....                                                           |                                                    | 150 00       | Superin't General    | Fisheries Br. O'n'l'd's.               |
| 1862, Jan'y 29 | Account assistance.....                                                                        |                                                    | 400 00       | O. C. 27 Jan., 1862  | D.E.Price, Esq., M.P.P.                |
|                |                                                                                                |                                                    | \$2350 00    |                      |                                        |
| 1858, Nov. 23  | <i>Lorette Indian Schools.</i><br>Account debts contracted.....                                |                                                    | 60 00        | Governor General     | Rev. F. Boucher.                       |
| 1861, Sept. 6  | Acc't prosecu't'n of trespassers .....                                                         |                                                    | 135 31       | Superin't General    | George Irvine, Esq.                    |
|                |                                                                                                |                                                    | \$195 31     |                      |                                        |
| 1858, Dec. 1   | <i>Caughnawaga Indians.</i><br>Two destitute Indians, account provisions.....                  | 1342                                               | 20 00        | Governor General     | E.N. DeLorimier, Esq.                  |
| 1860, Mar. 8   | Lakoienkrawow, account provisions.....                                                         |                                                    | 10 00        | Governor General     | E.N. DeLorimier, Esq.                  |
|                |                                                                                                |                                                    | \$30 00      |                      |                                        |
| 1859, Feb'y 7  | <i>La Jeune Lorette Indians.</i><br>Acc't food, clothing and fuel .....                        | 282                                                | 50 00        | Governor General     | Rev. F. Boucher.                       |
| 1859, April 13 | <i>Indians at Pointe à la Chasse.</i><br>Paid by Inspector General.....                        | Not known                                          | 150 00       | Inspector General    | Not known at Indian Department.        |
| 1859, May 10   | <i>Becancour Indians.</i><br>Account seed and provisions .....                                 | 172                                                | 100 00       | Governor General     | Rev. L. S. Malo.                       |
| 1860, Feb'y 25 | Account distribution .....                                                                     |                                                    | 200 00       | Governor General     | Rev. L. S. Malo.                       |
|                | <i>Carried forward.....</i>                                                                    |                                                    | \$300 00     |                      |                                        |

Statement of sums paid to the various Indian Bands or Tribes, etc.—*Continued.*

| Date.          | Name of Tribe or Band.                                      | Popula'n of each Tribe or Band, by Census of 1858. | Amount Paid. | Authority for Grant. | To whom paid, and by whom distributed. |
|----------------|-------------------------------------------------------------|----------------------------------------------------|--------------|----------------------|----------------------------------------|
|                | <i>Becancour Indians—Cont'd</i>                             |                                                    | \$ cts.      |                      |                                        |
|                | <i>Brought forward.....</i>                                 |                                                    | 300 00       |                      |                                        |
| 1861, June 5   | Account distribution .....                                  |                                                    | 200 00       | Superin't General    | Rev. L. S. Malo.                       |
| 1862, Jan'y 22 | Account distribution .....                                  |                                                    | 200 00       | O. C. 21 Jan., 1862  | Rev. L. S. Malo.                       |
| 1862, June 10  | .....                                                       |                                                    | 100 00       | O. C. 9 June, 1862   | Rev. L. S. Malo.                       |
|                |                                                             |                                                    | \$800 00     |                      |                                        |
|                | <i>Indians on North Shore of St. Lawrence.</i>              | Unsettled Tribes.                                  |              |                      |                                        |
| 1859, Oct. 20  | Account provisions.....                                     |                                                    | 400 00       | Governor General     | Rev. C. F. Cazeau.                     |
| 1860, June 15  | Account vaccination.....                                    |                                                    | 100 00       | Governor General     | Dr. Gauvreau.                          |
| 1860, Aug. 10  | Account vaccination.....                                    |                                                    | 509 00       | Governor General     | Dr. Gauvreau.                          |
| 1860, Oct. 9   | Account provisions.....                                     |                                                    | 600 00       | Governor General     | Rev. C. F. Cazeau.                     |
| 1861, Nov. 25  | Account annual allowance ...                                |                                                    | 600 00       | Governor General     | Rev. C. F. Cazeau.                     |
|                |                                                             |                                                    | \$2209 00    |                      |                                        |
|                | <i>Damasc Hudson.</i>                                       |                                                    |              |                      |                                        |
| 1859, Oct. 26  | Account compensation.....                                   |                                                    | 820 00       | O. C. 13 June, 1859  | D. E. Price, Esq., M. P. P.            |
|                | <i>Indians at River Moisie.</i>                             | Unsettled Tribes.                                  |              |                      |                                        |
| 1859, Dec. 19  | Account necessaries furnished                               |                                                    | 26 65        | Governor General     | R. Nettle, Esq.                        |
| 1860, May 15   | Account of freight of goods..                               |                                                    | 50 00        | Governor General     | R. Nettle, Esq.                        |
| 1861, July 24  | Account flour, pork, &c. ....                               |                                                    | 216 45       | Superin't General    | A. Fraser, & Co.                       |
|                |                                                             |                                                    | \$293 10     |                      |                                        |
|                | <i>Widow of late Vincent, Huron Chief—(See page 2.)</i>     |                                                    |              |                      |                                        |
| 1860, Mar. 27  | Account gratuity.....                                       |                                                    | 50 00        | Governor General     | D. E. Price, Esq., M. P. P.            |
| 1861, May 27   | Account gratuity.....                                       |                                                    | 50 00        | Governor General     | D. E. Price, Esq., M. P. P.            |
| 1862, May 2    | Account gratuity.....                                       |                                                    | 50 00        | O. C. 1 May, 1862    | Rev. Mr. Mailer.                       |
|                |                                                             |                                                    | \$150 00     |                      |                                        |
|                | <i>Micmacs of Ristigouche.</i>                              | 473                                                |              |                      |                                        |
| 1860, May 7    | To purchase seed .....                                      |                                                    | 200 00       | Governor General     | J. Meagher, Esq. M. P. P.              |
| 1860, May 9    | In aid of school.....                                       |                                                    | 100 00       | Governor General     | J. Meagher, Esq. M. P. P.              |
| 1861, May 27   | Acc't seed and in aid of school                             |                                                    | 300 00       | Governor General     | J. Meagher, Esq. M. P. P.              |
| 1862, May 30   | Acc't seed and in aid of school                             |                                                    | 300 00       | O. C. 24 April, 1862 | Vicar-General C. F. Cazeau.            |
|                |                                                             |                                                    | \$900 00     |                      |                                        |
|                | <i>Indians, District of Chicoutimi.</i>                     | Unsettled Tribes.                                  |              |                      |                                        |
| 1860, Aug. 23  | Account vaccination.....                                    |                                                    | 100 00       | Governor General     | Dr. Martin.                            |
| 1860, Oct. 3   | Account vaccination .....                                   |                                                    | 81 50        | Governor General     | Dr. Martin.                            |
|                |                                                             |                                                    | \$181 50     |                      |                                        |
|                | <i>Wife of Hebert Dumont.</i>                               |                                                    |              |                      |                                        |
| 1860, Oct. 12  | Acc't necessaries, she being }<br>deserted by her husband } |                                                    | 20 00        | Governor General     | Rev. F. Boucher.                       |
|                | <i>Indians of Lower St. Lawrence.</i>                       | Unsettled Tribes.                                  |              |                      |                                        |
| 1860, Nov. 9   | Account missionaries.....                                   |                                                    | 500 00       | Governor General     | Rev. C. F. Cazeau.                     |
| 1861, Nov. 5   | Account missionaries.....                                   |                                                    | 500 00       | O. C. 22 Nov., 1861  | Rev. C. F. Cazeau.                     |
| 1862, Nov. 25  | Account missionaries.....                                   |                                                    | 500 00       | O. C. 14 Nov., 1862  | Rev. C. F. Cazeau.                     |
|                |                                                             |                                                    | \$1500 00    |                      |                                        |

Statement of sums paid to the various Indian Bands or Tribes, etc.—*Continued.*

| Date.                                          | Name of Tribe or Band.                               | Popula'n of each Tribe or Band, by Census of 1858. | Amount Paid.     | Authority for Grant. | To whom paid, and by whom distributed.                   |
|------------------------------------------------|------------------------------------------------------|----------------------------------------------------|------------------|----------------------|----------------------------------------------------------|
| <i>Lower Canada Indians.</i>                   |                                                      |                                                    | \$ cts.          |                      |                                                          |
| 1861, April 12                                 | Account travelling expenses.....                     |                                                    | 222 54           | Governor General     | Ed. N. DeLorimier.                                       |
| 1862, July 12                                  | Account travelling expenses.....                     |                                                    | 153 25           | Superin't General    | Ed. N. DeLorimier.                                       |
| 1862, Mar. 18                                  | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. F. Boucher.                                         |
| 1862, Mar. 18                                  | Account salary of missionary.....                    |                                                    | 50 83            |                      | Rev. F. Marcoux.                                         |
| 1862, Mar. 18                                  | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. Jos. Marault.                                       |
| 1862, July 4                                   | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. F. Boucher.                                         |
| 1862, July 4                                   | Account salary of missionary.....                    |                                                    | 50 83            |                      | Rev. F. Marcoux.                                         |
| 1862, July 4                                   | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. Jos. Marault.                                       |
| 1862, Oct. 20                                  | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. F. Boucher.                                         |
| 1862, Oct. 20                                  | Account salary of missionary.....                    |                                                    | 50 83            |                      | Rev. F. Marcoux.                                         |
| 1862, Oct. 20                                  | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. Jos. Marault.                                       |
| 1862, Nov. 14                                  | Account survey.....                                  |                                                    | 80 00            |                      | N. Le François, Esq.,<br>P.L.S.                          |
| 1862, Nov. 20                                  | Account vaccination.....                             |                                                    | 740 00           | O.C. 14 Nov., 1862   | Dr. Fitzpatrick.                                         |
| 1863, Jan'y 2                                  | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. F. Boucher.                                         |
| 1863, Jan'y 2                                  | Account salary of missionary.....                    |                                                    | 50 83            |                      | Rev. F. Marcoux.                                         |
| 1863, Jan'y 2                                  | Account salary of missionary.....                    |                                                    | 56 49            |                      | Rev. Jos. Marault.                                       |
|                                                |                                                      |                                                    | <b>\$1851 03</b> |                      |                                                          |
| <i>Indians at River Godbout.</i>               |                                                      | Unsettled Tribes.                                  |                  |                      |                                                          |
| 1861, Sept. 11                                 | Account flour and pork.....                          |                                                    | 80 00            | Superin't General    | Stores shipped to Godbout. Alex. Comeau.                 |
| 1862, April 23                                 | Account provisions.....                              |                                                    | 150 00           | O.C. 24 April, 1862  | A. Fraser & Co., goods shipped to Godbout.<br>A. Comeau. |
| 1862, Oct. 30                                  | Account powder, shot, etc.....                       |                                                    | 34 67            |                      | S. J. Shaw, goods shipped to Godbout.<br>A. Comeau.      |
| 1863, Feb'y 7                                  | Account for distribution of supplies, 1861 and 1862. |                                                    | 12 25            |                      | Vital Tétu, Esq., agent for Alex. Comeau.                |
|                                                |                                                      |                                                    | <b>\$276 92</b>  |                      |                                                          |
| <i>Indians at Mouth of the River Betsimis.</i> |                                                      | Unsettled Tribes.                                  |                  |                      |                                                          |
| 1862, May 2                                    | Account relief.....                                  |                                                    | 300 00           | O. C. 1 May, 1862    | Rev. C. F. Cazeau.                                       |
| 1863, Jan'y 28                                 | Account supplies furnished poor Indian families.     |                                                    | 20 00            |                      | Hudson's Bay Co.'s agent at Betsimis.                    |
| 1863, Feb'y 7                                  | Account distribution.....                            |                                                    | 300 00           | O. C. 5 Feb., 1862   | Rev. C. F. Cazeau.                                       |
|                                                |                                                      |                                                    | <b>\$620 00</b>  |                      |                                                          |
| <i>Lake of Two Mountains Indians.</i>          |                                                      | 884                                                |                  |                      |                                                          |
| 1862, Nov. 20                                  | Acc't clothing and supplies..                        |                                                    | 200 00           | O.C. 14 Nov., 1862   | Ed. N. DeLorimier.                                       |

Statement of sums paid to the various Indian Bands or Tribes, etc.—*Continued.*

| RECAPITULATION.                                         | Population,<br>Total.         | Amount<br>Paid. |
|---------------------------------------------------------|-------------------------------|-----------------|
| Amalacite Indians of Township of Viger .....            | 171                           | \$ 500 00       |
| Gonzague Vincent (continued to widow, see below*) ..... |                               | 50 00           |
| Abenakis of St. Lawrence .....                          | 387                           | 30 00           |
| Montagnais Indians.....                                 | } 280 families, equal to 1400 | 2350 00         |
| Indians at Mouth of River Betsimis.....                 |                               | 620 00          |
| Lorette Indians.....                                    | } 282                         | 195 31          |
| La Jeune Lorette Indians.....                           |                               | 50 00           |
| Caughnawaga Indians.....                                | 1400                          | 30 00           |
| Indians at Pointe à la Chasse.....                      | Not known...                  | 150 00          |
| Becancour Indians.....                                  | 172                           | 800 00          |
| Indians, North Shore of St. Lawrence.....               | } 2500                        | 2209 00         |
| Indians, Lower St. Lawrence.....                        |                               | 1500 00         |
| Indians at River Moisie.....                            |                               | 293 10          |
| Damase Hudon.....                                       |                               | 820 00          |
| *Widow of late Vincent, a Huron Chief.....              |                               | 150 00          |
| Micmacs of Ristigouche.....                             | 473                           | 900 00          |
| Indians in District of Chicoutimi.....                  | 173                           | 181 50          |
| Wife of Hebert Dumont.....                              |                               | 20 00           |
| Lower Canada Indians, for Missionaries, &c.....         |                               | 1851 03         |
| Indians at River Godbout .....                          | 35                            | 276 92          |
| Lake of Two Mountains Indians .....                     | 884                           | 200 00          |
|                                                         |                               | \$13176 86      |

WILLIAM SPRAGGE,  
D. S. I. A.

INDIAN DEPARTMENT,  
Quebec, 10th April, 1863.

No. 108.

Return to an Address of the Legislative Assembly, dated 29th April, 1863, For copies of papers on subject of Commissioners' Court of the Parish of St. Gervais, in the County of Bellechasse.

By Command.

J. O. BUREAU,  
Secretary.

Secretary's Office,  
11th May, 1863.

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

# REPORT

OF THE

# SUPERINTENDENT OF EDUCATION

FOR

LOWER CANADA.

FOR

1862.

*Printed by order of the Legislative Assembly.*



QUEBEC:

PRINTED FOR THE CONTRACTORS BY HUNTER, ROSE & LEMIEUX, St. URSULE STREET.  
1863.

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# REPORT

OF THE

## SUPERINTENDENT OF EDUCATION

FOR

### LOWER CANADA.

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EDUCATION OFFICE,  
Montreal, 26th April, 1863.

To the Honorable the Provincial Secretary, Quebec :

SIR,—I have the honor to submit my report on the state of public instruction in Lower Canada for the year one thousand eight hundred and sixty-two.

The Committee of the Legislative Assembly appointed to regulate the printing of public documents, having decided to publish the Statistical Tables at length, with the Inspector's Reports, only once in three years, and as they were published last year, this report will merely contain a recapitulation of Statistics, with some other documents, which form an exception to the rule established by the Committee.

I think it unnecessary to reiterate, this year, the suggestions offered in previous reports, and particularly in that of last year, on the subject of the finances of this department, and on the want of an increase which is keenly felt in the greater number of grants made to the several branches of public instruction. It is evident, that with the increase of population, these wants can only go on increasing every year, and the greater the delay in satisfying them, the further the time will be removed when the actual expenditure will be productive of benefit to the State. It is in fact admitted by all popular economists, (and it is now a popular truism) that no expenditure is of itself more productive as regards the public revenue, than that incurred in public instruction. When education is disseminated among all classes of society, the productive resources of the country are better developed; and while it gives to man new wants and the opportunity of satisfying them, it doubles the revenues of the State derived from trade and industry.

I shall persist however, in reiterating the recommendation several times made in my reports : that which concerns the Teachers' Savings' Bank.

This institution, which was founded with the assistance of the State, is, I regret to say, unable to maintain itself with its present resources, and it would be doubly unfortunate if it had to be abandoned ; in the first place, on the ground of humanity and the interests of education, and in the second place, as such an abandonment would affect the public revenue ; because, not only would the grants hitherto paid be completely lost, but it would also be necessary to re-fund all the premiums paid up to date.

It has been thought that the teachers, owing to the limited amount of their salaries, are unable to form, out of their own means, a Savings' Bank, or any other association of mutual assistance, like those organized by other professions, or trade unions, which are frequently formed among workmen of the cities. The State, after establishing such an institution under its own management, and after granting it pecuniary aid, went still further, and imposed upon it a burden which no other institution of the same nature could bear ; it imposed upon the fund the payment to old teachers who had retired from the exercise of their profession, of the pensions which should have been paid by the State itself. During the first year, the sum of \$886 was paid to these pensioners, who had only contributed to the funds the amount retained on the sum paid them, in proportion to the number of years during which they had been engaged in teaching. Each year, they have absorbed the greater part of the revenues of the fund ; and out of the total number of 167 pensioners for the year, the class of pensioners formerly alluded to numbered 90, and they received out of \$2,522 (the total amount of annuity paid) the sum of \$982, or more than one-third of the amount contributed.

The consequence is, that as fast as the teachers who are subscribers to the fund become pensioners, it is necessary to diminish gradually the rate of the pension given, and this progressive reduction accounts in a great measure for the want of zeal displayed by the teachers, both in enrolling their names and paying their subscriptions to the fund, in spite of all the recommendations given to them in my reports in the Journal of Education, and at the meetings of their associations.

The total number of teachers whose names are entered upon the list up to date is 271 ; of this number, 74 are at the moment pensioners, and two are dead ; some have not paid their premiums regularly ; so that the number of living and paying subscribers is not 200. Now, this number should at least be 800 or 900 (as there are nearly 3,000 schools in operation under control) ; this would leave a large margin for teachers belonging to religious establishments, and for a certain number of lay-teachers, whose salaries are too small. One thousand subscribers would enable the Savings' Bank to pay the maximum of the pension. I tried to bring the teachers to understand the importance of that result ; but I always received the reply that the pensions paid to teachers who retired were too small, and that they seemed to be continually diminishing ; and, although every one should see that by contributing something, the work would be assisted, few, nevertheless, with the perspective before them, seem to trouble themselves about doing so. The result would be quite different, I have every reason to believe, if the subsidy given to the fund were increased at least by half. I repeat that it would only be an act of justice to the fund itself, viewed as a financial institution, because the promised grant is to a certain extent illusory, as regards the interest of subscribers, the greater part of that grant being absorbed by the pensions paid to retired teachers who have never contributed to the funds.

I am far from regretting this act of liberality towards these old servants of the State, who really had the worst days of teaching ; and, although, the remuneration now granted to male and female teachers is insufficient, the condition of the latter is far preferable to that of the old teachers ; the result, however, is what I pointed out in the above remarks.

The following table of the progress of this institution since its establishment will confirm what I have stated.

| Years.    | Number of Teachers entered in the books during the year. | Number of Pensioners. | Rate of Pension for each year spent in Teaching. | Total of the annuities paid. |
|-----------|----------------------------------------------------------|-----------------------|--------------------------------------------------|------------------------------|
|           |                                                          |                       | \$ cts.                                          | \$ cts.                      |
| 1857..... | 150                                                      | 63                    | 4 00                                             | 886 90                       |
| 1858..... | 74                                                       | 91                    | 4 00                                             | 2211 74                      |
| 1859..... | 18                                                       | 128                   | 4 00                                             | 3115 36                      |
| 1860..... | 9                                                        | 130                   | 3 00                                             | 2821 57                      |
| 1861..... | 9                                                        | 160                   | 3 00                                             | 3603 58                      |
| 1862..... | 10                                                       | 164                   | 1 75                                             | 2522 09                      |

In 1859, 1860 and 1861, the amount in hand was exceeded so as not to diminish the pensions too much, with the hope that the teachers would subscribe in greater numbers, and that the grant would be increased by the Legislature. In 1862, the Government did not think proper to exceed the amount of the appropriation, which will explain the discrepancy between the sums paid in each year.

The sums mentioned in the above small table do not agree with the lists published in my reports. For instance, the list published in my report of 1862, for 1861, instead of being termed "List of pensions granted in 1861," should have been termed, "List of pensions asked for in 1862." Thus, it has frequently happened that a second list has been made up without being published, while, on the other hand, a considerable reduction has been effected, as was done last year, on the list submitted to Government, which was still under consideration when the report was published. To obviate this difficulty in future, the list will be published for the past year, and the appendix to this report will contain the list of pensions paid in 1862, which, of course, annuls that one published in the report for 1861.

The obstacles to be encountered in forwarding the interests of public instruction continue to be the same as those I have so frequently alluded to in my reports. On the one hand, the insufficiency of the grants; on the other, the want of sufficient power to cope with the ill-will and retrograde spirit of a large number of School Commissioners. I have prepared and submitted for the consideration of the Executive, the project of a law which contains provisions which are intended to give effect to the suggestions made in my former reports.

The question of school inspection having been agitated for some time, I was instructed to draw up a special report upon the subject. Since I have transmitted this report to the Executive, I have had no reason to modify the opinion which I expressed and explained at length in that document, which is the following:

1st. That the abolition of the appointment of School Inspector, would produce the most disastrous effects upon public instruction.

2nd. That the inspection could be conducted through a code of regulations by which it might be rendered more efficacious.

3rd. That a reduction in the number of school inspectors, with a view of remunerating the staff to be retained more amply, could only result in the Department being content with one annual visit.

4th. That instead of adopting a new system, it would be better to retain the present system, by improving upon it.

5th. That satisfactory results could not be obtained, in the present state of affairs, by granting to the municipalities power to appoint, direct and pay inspectors.

The general progress of public instruction in Lower Canada has been as great a

that of preceding years : in several respects, our statistics show greater progress than last year.

The sum total of progress since 1853 will be found in the following table :

TABLE of the Progress of Public Instruction in Lower Canada since

|                    | 1853.     | 1854.  | 1855.  | 1856.  | 1857.  | 1858.  | 1859.  | 1860.  | 1861.  | 1862.  | Increase over 1861. | Increase over 1855. | Increase over 1853. |
|--------------------|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|---------------------|---------------------|
| Institutions.      | 2352      | 2795   | 2868   | 2919   | 2946   | 2985   | 3199   | 3264   | 3345   | 3501   | 156                 | 633                 | 1149                |
| Pupils.....        | 108284    | 119733 | 127058 | 143141 | 148798 | 156872 | 168148 | 172155 | 180845 | 188635 | 7790                | 61577               | 80351               |
| Contributions..... | \$ 165848 | 238032 | 249136 | 406764 | 424208 | 459396 | 498436 | 503859 | 526219 | 542728 | 16509               | 293592              | 376880              |

We find that the increase in the number of institutions, which was 81 in 1861, is 156 in 1862.

The increase in the number of pupils is 7,790. The increase in the amount of contributions is \$16,509 ; last year, it was \$22,360 over the previous year.

The number of primary schools receiving aid, as well as independent, is 3,278 this year ; and the number of their pupils, which was 151,272 in 1861, is 158,465 in 1862.

This again proves, for this year as for last year, that primary schools have increased in greater proportion than secondary schools.

The following table of the increase in the different kinds of assessment, gives satisfactory results :

|                                               | 1856.      | 1857.      | 1858.      | 1859.      | 1860.      | 1861.      | 1862.      |
|-----------------------------------------------|------------|------------|------------|------------|------------|------------|------------|
|                                               | \$ cts.    |
| Assessment equivalent to the grant.....       | 113,884 87 | 113,887 08 | 115,185 09 | 115,792 51 | 114,424 76 | 113,969 29 | 110,966 75 |
| Assessment in excess of the grant.....        | 93,897 90  | 78,791 17  | 88,372 69  | 109,151 96 | 123,939 64 | 130,560 92 | 134,033 15 |
| Monthly fees.....                             | 173,488 98 | 208,602 37 | 231,192 65 | 251,408 44 | 249,717 10 | 264,689 11 | 281,930 23 |
| Assessment for construction of buildings..... | 25,493 80  | 22,928 63  | 24,646 22  | 22,083 57  | 15,778 23  | 17,000 00  | 15,798 84  |
| Total.....                                    | 406,765 55 | 424,209 25 | 459,396 65 | 498,436 48 | 503,859 73 | 526,219 32 | 542,728 97 |

Moreover, the table of progress in each particular branch of instruction is equally interesting.

## COMPARATIVE table of the number of children learning each branch since 1853.

|                                     | 1853. | 1854. | 1855. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | Increase over 1861. | Increase over 1855. | Increase over 1853. |
|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|---------------------|---------------------|
| Pupils who read well...             | 27367 | 32861 | 43407 | 46940 | 48833 | 52099 | 64362 | 67753 | 75236 | 77108 | 1872                | 33701               | 49741               |
| Pupils who write.....               | 50072 | 47014 | 58033 | 60086 | 61943 | 65404 | 80152 | 81244 | 87115 | 92572 | 5457                | 34539               | 42500               |
| Learning simple arithmetic ...      | 18281 | 22897 | 30631 | 48359 | 52845 | 55847 | 63514 | 63341 | 69519 | 74518 | 4999                | 43887               | 56237               |
| Learning compound arithmetic.       | 12428 | 18073 | 22586 | 23431 | 26643 | 28106 | 30919 | 31758 | 41812 | 44357 | 2545                | 11771               | 31929               |
| Learning book-keeping .....         |       | 799   | 1976  | 5012  | 5500  | 6689  | 7135  | 7319  | 9347  | 9614  | 267                 | 7638                | 9614                |
| Learning geography.                 | 12185 | 13826 | 17700 | 30134 | 33606 | 37847 | 45393 | 49462 | 55071 | 56392 | 1321                | 38692               | 44207               |
| Learning history .....              | 6738  | 11486 | 15520 | 17580 | 26147 | 42316 | 45997 | 46324 | 51095 | 54461 | 3356                | 38941               | 48123               |
| Learning French grammar...          | 15353 | 17852 | 23260 | 39328 | 39067 | 43307 | 53452 | 54214 | 60426 | 61314 | 888                 | 38054               | 45961               |
| Learning English grammar...         | 7066  | 7097  | 9004  | 11824 | 12074 | 15348 | 19773 | 25073 | 27904 | 28462 | 558                 | 19458               | 21396               |
| Learning grammatical analysis ..... | 4412  | 9283  | 16439 | 26310 | 34064 | 40733 | 44466 | 46872 | 49460 | 50893 | 1433                | 34454               | 46481               |

The Normal Schools have this year given similar results to those of preceding years. The directors of these institutions report that the candidates for admission to study seem to be better prepared each year, which is a proof of the general progress of education in the country, while it permits of carrying our system of normal instruction much further.

The following table shows the comparative number of pupils in each Normal School since its establishment.

TABLE of the number of Pupils who have attended the Normal Schools.

| School Years.         | Jacques Cartier School. | McGill School.       |                        |        | Laval School.        |                        |        | No. of Male Pupil Teachers. | No. of Female Pupil Teachers. | Grand Total. |
|-----------------------|-------------------------|----------------------|------------------------|--------|----------------------|------------------------|--------|-----------------------------|-------------------------------|--------------|
|                       | Pupil Teachers.         | Male Pupil Teachers. | Female Pupil Teachers. | Total. | Male Pupil Teachers. | Female Pupil Teachers. | Total. |                             |                               |              |
| 1st session, 1857.... | 18                      | 5                    | 25                     | 30     | 22                   | .....                  | 22     | 45                          | 25                            | 70           |
| Session 1857-1858 ... | 46                      | 7                    | 63                     | 70     | 36                   | 40                     | 76     | 89                          | 103                           | 192          |
| Session 1858-1859 ... | 50                      | 7                    | 76                     | 83     | 34                   | 52                     | 86     | 91                          | 123                           | 219          |
| Session 1859-1860 ... | 53                      | 9                    | 72                     | 81     | 40                   | 54                     | 94     | 102                         | 126                           | 228          |
| Session 1860-1861 ... | 52                      | 5                    | 56                     | 61     | 41                   | 53                     | 94     | 98                          | 109                           | 207          |
| Session 1861-1862 ... | 41                      | 10                   | 58                     | 68     | 39                   | 52                     | 91     | 90                          | 110                           | 200          |

The following table shews the number of Diplomas of each kind, granted by each of the three Normal Schools, since their establishment.

DIPLOMAS granted to Pupils of Normal Schools, since the establishment of those Institutions.

| Kind of Diplomas Granted. | Jacques-Cartier.<br><br>Male<br>Pupil Teachers. | McGill.              |                        |        | Laval.               |                        |        | No. of Male Pupil Teachers. | No. of Female Pupil Teachers. | Grand total. |
|---------------------------|-------------------------------------------------|----------------------|------------------------|--------|----------------------|------------------------|--------|-----------------------------|-------------------------------|--------------|
|                           |                                                 | Male Pupil Teachers. | Female Pupil Teachers. | Total. | Male Pupil Teachers. | Female Pupil Teachers. | Total. |                             |                               |              |
|                           |                                                 |                      |                        |        |                      |                        |        |                             |                               |              |
| Academy .....             | 6                                               | 1                    | .....                  | 1      | 9                    | .....                  | 9      | 16                          | .....                         | 16           |
| Model School .....        | 45                                              | 5                    | 69                     | 74     | 45                   | 56                     | 101    | 95                          | 124                           | 219          |
| Elementary School.....    | 57                                              | 21                   | 136                    | 157    | 13                   | 48                     | 61     | 91                          | 183                           | 274          |
| Total.....                | 108                                             | 27                   | 205                    | 232    | 67                   | 104                    | 171    | 202                         | 307                           | 509          |

These figures give more than the number of pupils who have retired from the Normal Schools with diplomas, several having obtained diplomas in each degree. The total number of pupils who have graduated is as follows :

|                                     |     |
|-------------------------------------|-----|
| At the Jacques-Cartier School ..... | 79  |
| At the McGill School .....          | 167 |
| At the Laval School .....           | 160 |

Total .....

Moreover, as it will be found by the reports of each school, a great number of pupils, who have not obtained the Normal School diploma, possess certificates from some Board of School Examiners, and they thus enter upon the profession of teacher. The instruction which they may have received at the Normal School, particularly in the art of teaching, will be always of some use to them.

It will also be found by the reports of the Directors of the three Normal Schools, that the great majority of their pupils have embraced the profession of teacher, and that a great number of those who have taught during the three years which they had promised to devote to that occupation, as an equivalent for the education and board which they had received almost gratuitously, continue to teach beyond the fixed period, and appear to have permanently adopted the profession of teacher. If we consider the small figure of teachers' salaries, the precarious position in which they find themselves, as they are compelled to contend against competition which is continually on the increase ; obliged to obey the dictates of elective School Commissioners, and subject to the variation in opinions which may be prevalent in the municipality, we can appreciate the extent of the sacrifices made by these young people, who, when they leave the Normal School, are generally possessed of an education which would qualify them to procure situations of the most advantageous kind. They therefore deserve some sympathy, and it is to be hoped that the progress of public opinion, and an improvement in the financial position of this Department, will some day procure a reward for the courage and perseverance which they have displayed.

Men of education throughout the country have a new duty to perform towards society : it is to persuade the people among whom they reside, that it is not only necessary to have schools (and to show this has already cost some trouble), but to prove to them that good schools are required, and to secure these good teachers whose services cannot be obtained

for a miserable pittance, or who at least will not remain long without an increase of salary. The Department has hitherto laboured with all its power to obtain an increase in the salaries given to teachers; but to succeed, the assistance of the friends of education in each locality is absolutely required. It has been suggested as a cure for the bad tendencies of a number of municipalities in this respect, that a minimum rate of salaries for teachers should be fixed, and that the Commissioners should be compelled to shew a certain amount of education as a condition of eligibility.

The first suggestion might be objected to on the ground, that as there is so much competition among male and female teachers possessed of diplomas, the Commissioners might easily evade the law; to the second, that there are unfortunately many localities where such a restriction would render the right of election virtually a dead letter.

There is no doubt, that if some greater improvement than that which has taken place up to this time, does not soon show itself, it will be necessary to resort to some such measure; but it would be preferable if this desirable improvement were accomplished solely by public opinion with the free exercise of the elective system. That which has already been obtained by that system, against all probable chances of success, is really so great, that with fresh exertions on the part of the clergy and men of education, it seems that a result should be attained, which is less distant from us than was the progress which is realized at the present day, from the time of its initiation.

A great step has been taken in this direction in the establishment by the Council of Public Instruction, of rules for the Boards of Examiners, and by the adoption of very severe programmes for the examinations. This measure has had the effect of raising the general standard of the knowledge possessed by candidates, by compelling them to prepare for the examination with greater care.

New Boards of Examiners have been established at the following places:

- 1st. At Portage-du-Fort, the diplomas being only valid in the County of Pontiac.
- 2nd. At Richmond, the diplomas being only valid in the Counties of Richmond, Drummond, and Wolfe.
- 3rd. At Ste. Marie-de-la-Beauce, the diplomas being only valid in the County of Beauce.
- 4th. At Chicoutimi, the diplomas being only valid in the Counties of Chicoutimi, Charlevoix, and Saguenay.
- 5th. At Rimouski, the diplomas being only valid in the County of Rimouski.
- 6th. At New Carlisle, the diplomas being only valid in the Counties of Bonaventure and Gaspé.
- 7th. At Waterloo and at Sweetsburg (sitting alternately at these two places), the diplomas being only valid in the Counties of Shefford, Brome, and Missisquoi. The latter Board is divided into two sections—one Catholic, the other Protestant.

These Boards, which only possess the right of granting diplomas for elementary schools, were organized 11th November, 1861 and 11th February, 1862; they all received from the Department, registers, the necessary book and blank forms of diplomas, &c., &c.

The jurisdiction of the old Boards has been limited only to one part of the Province, and six of them, viz: the Catholic and Protestant Boards of Quebec and Montreal, and those of Three Rivers and Sherbrooke, have alone been permitted to retain the power of granting diplomas for academies and model schools; those of Stanstead, Ottawa, Kamouraska and Gaspé have merely the right of granting diplomas for elementary schools.

The following table shews, in each county, the Boards which have jurisdiction over the schools of the county, and lays down on this point the decision of the Council of Public Instruction.

TABLE of Boards of Examiners by Counties.

| Counties.             | Boards of Elementary Schools.                                     | For Academies and Model Schools. |
|-----------------------|-------------------------------------------------------------------|----------------------------------|
| Argenteuil .....      | Montreal .....                                                    | Montreal.                        |
| Arthabaska .....      | Montreal, Quebec, Three Rivers .....                              | Montreal, Quebec, Three Rivers.  |
| Assomption, L' .....  | Montreal .....                                                    | Montreal.                        |
| Bagot .....           | do .....                                                          | do                               |
| Beauce .....          | Quebec, Ste. Marie-de-la-Beauce .....                             | Quebec.                          |
| Beauharnois .....     | Montreal .....                                                    | Montreal.                        |
| Bellechasse .....     | Quebec .....                                                      | Quebec.                          |
| Berthier .....        | Montreal .....                                                    | Montreal.                        |
| Bonaventure .....     | Quebec, Gaspé, New-Carlisle .....                                 | Quebec.                          |
| Brome .....           | Montreal, Sherbrooke, Stanstead, Waterloo<br>and Sweetsburg ..... | Montreal, Sherbrooke.            |
| Chambly .....         | Montreal .....                                                    | Montreal.                        |
| Champlain .....       | Montreal, Quebec, Three Rivers .....                              | Montreal, Quebec, Three Rivers.  |
| Charlevoix .....      | Quebec, Chicoutimi .....                                          | Quebec.                          |
| Châteauguay .....     | Montreal .....                                                    | Montreal.                        |
| Chicoutimi .....      | Quebec, Chicoutimi .....                                          | Quebec.                          |
| Compton .....         | Montreal, Sherbrooke, Stanstead .....                             | Montreal, Sherbrooke.            |
| Two Mountains .....   | Montreal .....                                                    | Montreal.                        |
| Dorchester .....      | Quebec .....                                                      | Quebec.                          |
| Drummond .....        | Montreal, Quebec, Three Rivers, Rich-<br>mond .....               | Montreal, Quebec, Three Rivers.  |
| Gaspé .....           | Quebec, Gaspé, New-Carlisle .....                                 | Quebec.                          |
| Hochelaga .....       | Montreal .....                                                    | Montreal.                        |
| Huntingdon .....      | do .....                                                          | do                               |
| Hyacinthe, St. .....  | do .....                                                          | do                               |
| Iberville .....       | do .....                                                          | do                               |
| Islet, L' .....       | Quebec .....                                                      | Quebec.                          |
| Jacques-Cartier ..... | Montreal .....                                                    | Montreal.                        |
| St. John's .....      | do .....                                                          | do                               |
| Joliette .....        | do .....                                                          | do                               |
| Kamouraska .....      | Quebec, Kamouraska .....                                          | Quebec.                          |
| Laprairie .....       | Montreal .....                                                    | Montreal.                        |
| Laval .....           | do .....                                                          | do                               |
| Lévis .....           | Quebec .....                                                      | Quebec.                          |
| Lotbinière .....      | do .....                                                          | do                               |
| Maskinongé .....      | Montreal, Quebec, Three Rivers .....                              | Montreal, Quebec, Three Rivers.  |
| Maurice, St. .....    | do do do .....                                                    | do do do                         |
| Mégantic .....        | do do do .....                                                    | do do do                         |
| Missisquoi .....      | Montreal, Sherbrooke, Stanstead, Waterloo<br>and Sweetsburg ..... | Montreal, Sherbrooke.            |
| Montcalm .....        | Montreal .....                                                    | Montreal.                        |
| Montmagny .....       | Quebec .....                                                      | Quebec.                          |
| Montmorency .....     | do .....                                                          | do                               |
| Napierville .....     | Montreal .....                                                    | Montreal.                        |
| Nicolet .....         | Montreal, Quebec, Three Rivers .....                              | Montreal, Quebec, Three Rivers.  |
| Ottawa .....          | Montreal, Ottawa .....                                            | Montreal.                        |
| Pontiac .....         | Montreal, Ottawa Pontiac .....                                    | do                               |
| Portneuf .....        | Quebec .....                                                      | Quebec.                          |
| Quebec .....          | do .....                                                          | do                               |
| Richelieu .....       | Montreal .....                                                    | Montreal.                        |
| Richmond .....        | Montreal, Sherbrooke, Stanstead, Rich-<br>mond .....              | Montreal, Sherbrooke.            |
| Rimouski .....        | Quebec, Kamouraska, Rimouski .....                                | Quebec.                          |
| Rouville .....        | Montreal .....                                                    | Montreal.                        |
| Saguenay .....        | Quebec, Chicoutimi .....                                          | Quebec.                          |
| Shefford .....        | Montreal, Sherbrooke, Stanstead, Waterloo<br>and Sweetsburg ..... | Montreal, Sherbrooke.            |
| Soulanges .....       | Montreal .....                                                    | Montreal.                        |
| Stanstead .....       | Montreal, Sherbrooke, Stanstead .....                             | Montreal, Sherbrooke.            |
| Témiscouata .....     | Quebec, Kamouraska .....                                          | Quebec.                          |
| Terrebonne .....      | Montreal .....                                                    | Montreal.                        |
| Vaudreuil .....       | do .....                                                          | do                               |
| Verchères .....       | do .....                                                          | do                               |
| Wolfe .....           | Montreal, Sherbrooke, Stanstead, Rich-<br>mond .....              | Montreal, Sherbrooke.            |
| Yamaska .....         | Montreal .....                                                    | Montreal.                        |

In consequence of the large number of Boards of Examiners organized, and of the facility with which persons can present themselves for examination in every part of the country, the Department will not feel justified in tolerating any male or female teachers in instruction subsidized by government, unless they are possessors of diplomas. For some years past I have been careful in limiting the indulgence thus granted to needy and distant localities, but now there is no longer the excuse which could formerly be offered.

I think it necessary to remark that members of the Council of Public Instruction have been appointed to inspect the Boards of Examiners whenever they have been a sufficiently long period in operation to render such an inspection useful.

Before terminating this report, I shall mention a circumstance which you will no doubt learn with pleasure. The Commissioners of the Exhibition of All Nations in London, having established a department specially intended for books and objects relating to education, I forwarded for exhibition copies of school-books approved of up to date by the Council of Public Instruction, also samples of benches and desks used in the normal and model schools, and a complete series of the reports of this department, and of both the English and French editions of the *Journal of Education*. The Board of Jurors were kind enough to award a medal to the department, and we can infer from the mention made in the report, that it is principally on account of the publication of the *Journal of Education* that this medal was awarded. While this periodical was the recipient of such flattering testimony out of the colony, the number of subscribers in this country considerably increased. The receipts of this year amounted to \$1,179.54.

The development of our system of public instruction continues to favor the creation over the whole country of new school municipalities. The following table will shew the increase in this direction since 1857.

MUNICIPALITIES ERECTED SINCE 1857.

| New.       |    | Old Municipalities divided. |    |
|------------|----|-----------------------------|----|
| 1857 ..... | 6  | 1857 .....                  | 3  |
| 1858 ..... | 2  | 1858 .....                  | 5  |
| 1859 ..... | 5  | 1859 .....                  | 1  |
| 1860 ..... | 2  | 1860 .....                  | 12 |
| 1861 ..... | 15 | 1861 .....                  | 13 |
| 1862 ..... | 16 | 1862 .....                  | 12 |
|            | —  |                             | —  |
|            | 46 |                             | 46 |
|            | —  |                             | —  |
|            |    | Total .....                 | 92 |

The information contained in this report and in the accompanying appendix clearly proves a continued progress in the various branches of public education. This progress is not as great as might be desired, and no doubt, much still remains to be done. But apart from the measures suggested in my previous reports, and some of which, at all events, will, I trust, be adopted, what remains to be done rests on the influence of public opinion with the local authorities, and on the gradual improvements which must result from the progress of education itself, rather than on any radical modification of our system.

I have the honor to be, Sir,

Your obedient servant,

P. J. O. CHAUVEAU,

Superintendent of Education.

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# REPORT

ON THE

## JACQUES-CARTIER NORMAL SCHOOL,

FOR THE

YEARS 1861-62.

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To the Honorable P. J. O. CHAUVEAU,  
 Superintendent of Education,  
 for Lower Canada, &c., &c., &c.

MR. SUPERINTENDENT,—I have the honor to present to you my report on the state and progress of the Jacques Cartier Normal School, during the school year of 1861-62.

I

Although the cost of board has been increased by the decision of the Council of Public Instruction, still, a large number of pupils have applied for admission. During the year, we have admitted 41, 21 of whom were received for the first time; the 15 others had attended the preceding term.

These pupils came from the following districts :

|                |                   |                 |
|----------------|-------------------|-----------------|
| Richelieu, 14. | Beauharnois, 4.   | Bedford, 1.     |
| Montreal, 11.  | Three Rivers, 3.  | St. Francis, 1. |
| Iberville, 5.  | St. Hyacinthe, 1. | Terrebonne, 1.  |

I must remark, that the greater number of our pupils has been furnished by the counties of Berthier and Laprairie. This result seems to me to be produced by two causes: in the first place, to the wise encouragement given by the parish priests who were desirous of procuring for the children of their parishes the advantages so liberally placed at their disposal by the Government; and in the second place, to the success of the pupils who first attended from those localities, which is due to their assiduity and good conduct.

Of these 41 pupils :

$\left\{ \begin{array}{l} 11 \text{ had obtained diplomas at this establishment last year.} \\ 2 \text{ do do from the examiners:} \\ 28 \text{ had no diploma} \end{array} \right.$   
 $\left\{ \begin{array}{l} 4 \text{ had taught in different parishes.} \\ 14 \text{ do in our Model School.} \\ 23 \text{ had not taught.} \end{array} \right.$

Among those who came forward for the first time, who had not been in the habit of teaching :

$\left\{ \begin{array}{l} 1 \text{ had commenced to study at our Model School.} \\ 1 \text{ had studied at a College.} \\ 6 \text{ do in Academies.} \\ 6 \text{ do in Model Schools.} \end{array} \right.$

These tables will give a fair idea of the kind of material with which we had to work, and of the difficulties to be overcome, before arriving at any kind of equality in the knowledge possessed by the pupils of the different classes. These difficulties however, as I have already had an opportunity of remarking, seem to be diminishing.

## II.

Our course, in the same manner as last year, comprised three classes. The first class which prepared the student for the academical diploma was composed of 5 pupils ; one of these however, left the establishment in the month of January, with the intention of teaching. The second class, which prepared the student for a Model School diploma was composed of 10 pupils ; and the 3rd class, preparing for the elementary school diploma was composed of 26 pupils.

With regard to the last two classes, we have followed the programme laid down in my report of 1858-9, with some few changes. Thus, in the class of the first year, we have been enabled to teach logical analysis, and the elements of Algebra, with the view of slightly diminishing the number of branches to be studied in the class of the second year, in which the pupils will be necessarily required to afford proof of talent and great assiduity. As there appeared to be in the third class, a happy predilection for scientific studies, we took advantage of the circumstance, to induce a study of mathematics and natural philosophy, and our efforts were rewarded with some success. In Natural Philosophy, we followed Ganot's excellent system ; in Algebra, the following programme ; in Geometry and Trigonometry, the programme adopted by the Faculty of Sciences of France, ("Baccalauréat ès-Sciences.")

## ALGEBRA.

Of Negative quantities.—The meaning to be attributed to them, and their use.

Equation from the second degree to one unknown quantity. The condition to which a general equation may be brought back.—To solve a general equation without dividing it by  $a$ .

Of irrational quantities of the second degree,—Of the different modes of operating upon these quantities,—of their utility—of the principal modes of operating upon these quantities.

Discussion with regard to equations from the second degree to one unknown quantity. In  $x^2 + px + q = 0$ , we have:  $1^{\circ} x' + x'' = -\frac{p}{2}$ ;  $2^{\circ} x' x'' = q$ ;  $3^{\circ} (x-x')(x-x'') = 0$ : the result of this theorem. Considering the value of  $x' = \frac{p}{2} + \sqrt{\frac{p^2}{4} - q}$ , and  $x'' = \frac{p}{2} - \sqrt{\frac{p^2}{4} - q}$ . This would occur if  $a$  were cancelled in  $ax^2 + bx + c = 0$ .

Of differences in progressions—Principal rules—Discussion and application of these rules.

Progressions by a quotient—Rules—Discussion and application of those rules.

The successive powers of a number greater than unity, increasing "*ad infinitum*."

The successive powers of a positive number less than unity, &c., &c.  $S = \frac{a}{1-q}$ .

Application of this rule to periodical decimal fractions.

Of logarithms—In every system, the logarithm of unity is zero. Every number greater than unity has a logarithm. The properties of logarithms—Of vulgar logarithms and their peculiar properties,—Of the logarithms of fractions, and their transformations into positive decimals,—Of the use of logarithms in calculation,—Application of logarithms to questions of compound interest, annuities, and sinking-funds.

Of quadratic equations, general solution and application,—Solution of a certain number of equations from the second degree with two unknown quantities,—Solution of equations from any degree, by Newton's theorem.

Combinations,—Permutations,—Arrangement,—Application. Development of any particular powers possessed by binomials or trinomials. Amount of the co-efficients produced by that development—General term—Number of terms, relation between any two particular terms.

Of the roots of Algebraical quantities. Notation of fractional exponents.

Of exponential equations.

Solving in round numbers an equation from the first degree with two indeterminate quantities. Summation of the squares of the natural numbers, as represented by a pile of shot.

### III.

I commenced this year, and I shall continue next year, to teach natural history to all the classes combined in one. In this way I shall be enabled to conduct this study beyond the limits of a simple summary, as well as to take advantage of the resources afforded by our different collections.

Last year we gave our attention to botany; during this year we have attended to geology; next year we shall teach comparative physiology.

Mr. Devisme will take charge of the teaching of the art of inculcating a knowledge of French grammar; by this means we will be able to re-unite and properly classify the principles studied in the several classes; and we shall thus be in a position to appreciate what we can certainly call, without presumption, the philosophical department of the language.

### IV.

I continue to be in a position to commend the assiduity of our pupils; they have certainly amply fulfilled the expectations of the professors. Thus, Mr. Superintendent, I have been enabled to recommend to you the names of 23 of them for different diplomas:

|   |                                    |
|---|------------------------------------|
| { | 4 for Academical diplomas,         |
|   | 7 for Model School diplomas,       |
|   | 12 for Elementary School diplomas. |

Ten of them have found good situations either in this district or in those of St. Hyacinthe, Quebec, and Gaspé; one requires rest; the other 12 have obtained permission to return to the establishment with a view of obtaining diplomas of a superior degree.

Up to date, the Normal School has distributed

{ 6 Academical diplomas,  
45 Model School diplomas,  
57 Elementary School diplomas,

in all, 108 during 6 years, or, on an average, 18 per annum. These 108 diplomas have been conferred upon 79 pupils, several of them having followed the courses intended for each class of diplomas.

I perceive with great satisfaction that our old pupils are faithful to the engagement which they entered into to teach during three years. They are nearly all teachers still, as we can see by the following table :

| No. of pupils with diplomas. | Date of diploma. | Date of termination of engagement. | No. of pupils who still teach. | REMARKS.                                                                   |
|------------------------------|------------------|------------------------------------|--------------------------------|----------------------------------------------------------------------------|
| 7                            | 1857             | 1860                               | 7                              |                                                                            |
| 10                           | 1858             | 1861                               | 6                              | 1 is dead, 1 is at college, 1 has left the country.                        |
| 11                           | 1859             | 1862                               | 6                              | 1 is at college, 1 is sick, 2 do not teach any longer, 1 is engaged.       |
| 19                           | 1860             | 1863                               | —                              | They all teach, with the exception of two or three who have no situations. |

Such a result is certainly satisfactory, and affords a victorious reply to the fears which have been expressed with regard to the success of our exertions.

## VI.

You have yourself been a witness, Mr. Superintendent, of the zeal displayed by our pupils in joining the active militia force. They have known how to appreciate the honor conferred upon them by the appointment of one of their number to the rank of ensign. Their zeal in drill has been rewarded by the flattering compliments paid them on their soldier-like appearance and thorough efficiency in military manœuvres. Drill is the finishing branch of the gymnastic exercises through which they go regularly, and I think that, apart from state reasons, it should be a permanent branch of instruction. This instruction during 3 years, the duration of our terms, could be sufficiently perfect to qualify the pupils to become drill-instructors. It would seem quite reasonable, in fact, that, on giving proof of their qualification, they should be employed in that capacity in some localities. It must be borne in mind, that the teacher, by his position, his education, particularly as regards the history of his country, is as well qualified as any one to assist in the development of feelings which exist among our population, but which require to be aroused.

## VII.

Our model-school continues to be attended by a large number of children, although, the number of schools is continually on the increase in the city. These children possess the advantage of being divided into groups of equal strength in knowledge, and are continually taught and superintended by pupil-teachers. Generally speaking, those who are attended for any length of time find good situations, and there are always some who enter college. I also remark, that the greater number of children who leave the school before the end of the year, are those who have come in after the commencement, while the others follow their classes with regularity.

## VIII.

It now only remains for me to allude to the honor conferred upon the Jacques-Cartier Normal School, on the 2nd July last, by the visit of His Excellency the Governor General. His Excellency was pleased not only to visit the Model School, the Classes, the Museum, and the collection of the Normal School, but he also graciously received addresses from the pupils, and distributed in person their prizes and diplomas. This favour will be to them a powerful incentive to the creditable performance of their duties; they ought, as it has been remarked to them, to consider the motto of the Monck family as theirs; "*Fortiter, Fideliter, Feliciter.*"

I remain, with profound respect,

Mr. Superintendent,

Your obedient Servant,

H. A. J. B. VERREAU,

Principal, J. C. N. S.

Montreal, 15th April, 1863



**REPORT**  
OF THE  
**MCGILL NORMAL SCHOOL.**  
**FOR THE SCHOOL YEAR 1861-62.**

To the Honorable the Superintendent of Education.

SIR,—In my report of last year, I stated so fully the condition and arrangements of the school, that on the present occasion it will be necessary merely to give the ordinary statistics of the educational year.

The total number of students entered in the past session for training as teachers was 68. Of these, 15 had already received the elementary diploma of the normal school. Nearly all those who entered went on to the final examinations, and diplomas were granted to 38. Of these, 10 were for model schools and 28 for elementary schools. Of those who did not receive diplomas, 5 were promoted to the senior class, and several will, it is hoped, return to pursue the elementary course next session.

In the examination for the model school diploma, Mr. Robert Laing stood at the head of the list, and was recommended for the Prince of Wales' Medal and prize.

Of the total number of students, 10 are males and 58 females; 44 are resident in Montreal and 25 in other places; 20 were in the senior division, and 48 in the junior division; 55 are Protestants and 3 Roman Catholics.

Of those who received diplomas, 6 are males and 32 females; 19 are resident in Montreal and 19 in other places; 37 are Protestants and 1 a Roman Catholic.

The smallness of the number in our senior class in the past session, I attribute to the fact that an unusually large number of our teachers of last session obtained engagements soon after leaving the school.

The large proportionate number of diplomas granted to pupils from the country, indicates the superior diligence and capacity of this class of students, whose number it is very desirable to have increased. It is to be observed, however, that six residents in Montreal appear among those who have taken the model school diploma, a much smaller proportion of pupils from the country entering the senior class, partly in consequence of the attending for two sessions, and partly from the greater ease with which situations can be obtained by those who reside in the country.

The additional pupils to whom diplomas have been granted at the close of the past session, raises the total number of persons who have gone forth with diplomas, since the opening of the school in 1857, to 167.

The Model Schools have fully kept up their numbers and efficiency under the able superintendence of Mr. McGregor and Miss McCracken, with the aid of assistants trained in the school.

I have again to express my obligations to the clergy of the city for their kind attention to the classes for religious instruction; and my entire satisfaction with the exertions of the several Professors and Instructors in the Normal School.

The visit of His Excellency the Governor General at the close of the Session, will long be remembered with pleasure by those connected with the School, and by the young teachers who had the honor of receiving their diplomas from the hand of His Excellency; and, it is to be hoped, will not be without substantial advantage in attracting a larger share of public attention to the important objects to be attained by the training of teachers in the Normal Schools.

Before the close of the Session, an association of teachers in connection with the Normal School was successfully established. The first meeting was well attended, and a large number of the ablest and most influential teachers in the city enrolled themselves as members. It is to be hoped that this may be the beginning of an Educational Institute of great and permanent usefulness.

I have the honor to be,

Your obedient Servant,

(Signed,)

G. W. DAWSON,  
Principal, McGill Normal School.

MONTREAL, 1st July, 1862.

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# REPORT

ON

# THE LAVAL NORMAL SCHOOL,

FOR THE SCHOOL YEAR, 1861-62.

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QUEBEC, 20 November, 1862.

HON. P. J. O. CHAUVEAU,  
Superintendent of Education,  
Montreal.

SIR,—As I gave a great many details in my former reports, that for the School year, 1861-62, which I now have the honor to present, will be necessarily very short.

For Statistics, I beg to refer you to the tables annexed.

The pupils have appeared to me to be as assiduous this year as in former years, and the professors have displayed the same zeal and attention as usual. As you are aware, Miss Ellen O'Brien, a female pupil-teacher, carried off the Prince of Wales' prize this year: she certainly was entitled to it in every respect. Death, which has not spared us one single year since the establishment of this school, has again found some victims in our ranks. Mr Prudent Houde, who was in possession of an academical diploma, died on 30th September last, of a disease which he had contracted some time before. You were kind enough, Mr. Superintendant, to allude in glowing terms, in the Journal of Education, to his excellent conduct and extraordinary talents, both of which made him the recipient during the previous year, of the Prince of Wales' prize. Of the female pupil-teachers, we lost on the 7th April last, Miss Héloïse Blanchet, of St. François de la Beauce, who died at the Ursuline Convent, after a short illness, and, on the 18th of this month, Miss Elizabeth Clouet, of St. Roch's, Quebec, who died at home after several months of suffering. Both these young ladies were gifted with kind dispositions. Miss Clouet was one of the best pupils of the second year.

Our old pupils, both male and female pupil-teachers, who found opportunities of obtaining situations, seized with pleasure the chance of teaching. A few others, who had waited a long time for situations but without obtaining any, found it necessary to enter upon another career. Those who teach, receive on an average, \$100 per annum for Ele-

mentary Schools, from \$160 to \$200 for Model Schools, and from \$240 to \$300 for Academies; these salaries are unfortunately far from encouraging to those who wish to select the teacher's profession for life, particularly if they have families to support. Let us hope that the lot of teachers will continue to improve.

To my ordinary Table, I shall add the number of years of teaching which our pupils have reached since their departure from the Normal School. You will thus observe, that the greater number of them have entered upon their profession quite seriously.

I have the honor to be,

Mr. Superintendent,

Your very humble and obedient Servant,

JEAN LANGEVIN, Priest.

Principal.

| Pupils.                                               | Pupils.          |                  |                   |               |               | Diplomas granted for schools. |        |             |                           | Pupils provided with diplomas. |               | Left without diplomas. |
|-------------------------------------------------------|------------------|------------------|-------------------|---------------|---------------|-------------------------------|--------|-------------|---------------------------|--------------------------------|---------------|------------------------|
|                                                       | Of 1st division. | Of 2nd division. | Academy students. | Total number. | New students. | Elementary.                   | Model. | Academical. | Total number of diplomas. | From the Normal School.        | Of examiners. |                        |
| Male teachers in 1857.....                            | 11               | 11               | .....             | 22            | 22            | .....                         | .....  | .....       | .....                     | .....                          | 2             | 8                      |
| do in 1858.....                                       | 16               | 16               | .....             | 32            | 17            | 4                             | 9      | .....       | 13                        | 13                             | .....         | 3                      |
| do in 1859.....                                       | 15               | 19               | .....             | 34            | 20            | 2                             | 16     | .....       | 18                        | 18                             | 1             | 3                      |
| do in 1860.....                                       | 25               | 11               | 4                 | 40            | 25            | 1                             | 7      | 4           | 12                        | 8                              | 2             | 3                      |
| do in 1861.....                                       | 24               | 14               | 3                 | 41            | 19            | 4                             | 5      | 1           | 10                        | 9                              | 3             | 8                      |
| do in 1862.....                                       | 19               | 20               | 4                 | 43            | 17            | 2                             | 8      | 4           | 14                        | 9                              | 2             | 10                     |
| .....                                                 | .....            | .....            | .....             | .....         | 120           | 13                            | 45     | 9           | 67                        | 57                             | 10            | 35                     |
| Female teachers in 1857.....                          | .....            | .....            | .....             | .....         | .....         | .....                         | .....  | .....       | .....                     | .....                          | .....         | 3                      |
| do in 1858.....                                       | 27               | 13               | .....             | 40            | 40            | 8                             | .....  | .....       | 8                         | 8                              | 2             | 7                      |
| do in 1859.....                                       | 27               | 25               | .....             | 52            | 26            | 10                            | 17     | .....       | 27                        | 27                             | 2             | 4                      |
| do in 1860.....                                       | 39               | 15               | .....             | 54            | 41            | 15                            | 12     | .....       | 27                        | 26                             | 3             | 5                      |
| do in 1861.....                                       | 39               | 14               | .....             | 53            | 36            | 9                             | 12     | .....       | 21                        | 21                             | 5             | 5                      |
| do in 1862.....                                       | 31               | 17               | .....             | 48            | 31            | 6                             | 15     | .....       | 21                        | 21                             | 1             | 7                      |
| .....                                                 | .....            | .....            | .....             | .....         | 174           | 48                            | 56     | .....       | 104                       | 103                            | 13            | 31                     |
| Grand total.....                                      | .....            | .....            | .....             | .....         | 294           | 61                            | 101    | 9           | 171                       | 160                            | 23            | 66                     |
| No. of years that pupils from the school have taught. | 5th.             | 4th.             | 3rd.              | 2nd.          | 1st.          | Total.                        |        |             |                           |                                |               |                        |
| Male teachers.....                                    | 7                | 10               | 8                 | 11            | 13            | 49                            |        |             |                           |                                |               |                        |
| Female do.....                                        | 2                | 18               | 30                | 35            | 24            | 109                           |        |             |                           |                                |               |                        |
| Total.....                                            | 9                | 28               | 38                | 46            | 37            | 158                           |        |             |                           |                                |               |                        |

N.B.—An error occurred in my last report. In the total number of diplomas, instead of 31, 93 and 146, read 21, 83 and 136; for the pupils provided with the Normal School Diploma, instead of 31, 92 and 140, read 21, 82 and 130.

J. L., Ptre.,  
Principal.

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# APPENDIX.

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TABLE A.

OF AMOUNTS LEVIED FOR PUBLIC INSTRUCTION IN LOWER CANADA FOR THE YEAR 1862.

| INSPECTION DISTRICT OF           | Amount of Annual Grant. |           | Assessment or voluntary contribution to equal amount of grant. |           | Amount of assessment levied over and above amount of grant, also special asst. |           | Monthly Fees. |           | Assessment for erection or repairs of School Houses. |           | Total levied. |           |
|----------------------------------|-------------------------|-----------|----------------------------------------------------------------|-----------|--------------------------------------------------------------------------------|-----------|---------------|-----------|------------------------------------------------------|-----------|---------------|-----------|
|                                  | \$                      | cts.      | \$                                                             | cts.      | \$                                                                             | cts.      | \$            | cts.      | \$                                                   | cts.      | \$            | cts.      |
| <b>J. MEAGHER.</b>               |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Port Daniel.....                 | 130                     | 58        | 130                                                            | 58        | 29                                                                             | 42        | 336           | 00        |                                                      |           | 490           | 00        |
| Hope.....                        | 112                     | 14        | 112                                                            | 14        | 245                                                                            | 86        | 117           | 47        |                                                      |           | 475           | 47        |
| Cox.....                         | 244                     | 30        | 244                                                            | 30        | 185                                                                            | 70        | 344           | 36        |                                                      |           | 744           | 36        |
| Hamilton.....                    | 147                     | 98        | 121                                                            | 85        |                                                                                |           | 98            | 80        |                                                      |           | 220           | 15        |
| New Richmond and diss.....       | 170                     | 10        | 170                                                            | 10        | 86                                                                             | 30        | 101           | 20        | 23                                                   | 00        | 372           | 00        |
| Marie.....                       | 206                     | 10        | 206                                                            | 10        | 65                                                                             | 90        | 148           | 80        |                                                      |           | 406           | 05        |
| Carleton.....                    | 108                     | 30        | 108                                                            | 30        | 148                                                                            | 95        | 255           | 20        |                                                      |           | 339           | 38        |
| Nouvelle.....                    | 84                      | 18        | 84                                                             | 18        |                                                                                |           | 147           | 70        |                                                      |           | 492           | 80        |
| Shoalbred.....                   | 92                      | 30        | 92                                                             | 30        | 147                                                                            | 70        | 252           | 80        |                                                      |           | 279           | 20        |
| Mann.....                        | 89                      | 52        | 89                                                             | 52        | 22                                                                             | 48        | 27            | 20        | 140                                                  | 00        | 276           | 60        |
| Ristigouche, Métapédine.....     | 93                      | 94        | 93                                                             | 94        | 182                                                                            | 66        |               |           |                                                      |           | 20            | 00        |
| Ristigouche, Indian village..... | 50                      | 00        | 20                                                             | 00        |                                                                                |           |               |           |                                                      |           |               |           |
| <b>Total.....</b>                | <b>1630</b>             | <b>04</b> | <b>1473</b>                                                    | <b>41</b> | <b>1084</b>                                                                    | <b>97</b> | <b>1773</b>   | <b>93</b> | <b>163</b>                                           | <b>00</b> | <b>4495</b>   | <b>21</b> |
| <b>T. TREMBLAY.</b>              |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Pabos.....                       | 58                      | 22        | 58                                                             | 22        | 325                                                                            | 78        |               |           |                                                      |           | 384           | 00        |
| Newport.....                     | 46                      | 92        | 46                                                             | 92        | 153                                                                            | 08        |               |           |                                                      |           | 200           | 00        |
| Grande-Rivière.....              | 141                     | 42        | 141                                                            | 42        | 114                                                                            | 58        | 80            | 00        |                                                      |           | 336           | 00        |
| Ile-Bonaventure.....             | 20                      | 20        | 20                                                             | 30        | 67                                                                             | 70        |               |           |                                                      |           | 88            | 00        |
| Perce.....                       | 292                     | 46        | 292                                                            | 46        | 807                                                                            | 54        |               |           |                                                      |           | 800           | 00        |
| Malbaie.....                     | 121                     | 76        | 109                                                            | 77        |                                                                                |           | 28            | 27        |                                                      |           | 109           | 77        |
| Douglas.....                     | 111                     | 68        | 90                                                             | 13        |                                                                                |           | 32            | 00        |                                                      |           | 118           | 40        |
| York and Haldimand.....          | 32                      | 34        | 32                                                             | 34        | 98                                                                             | 66        |               |           |                                                      |           | 163           | 00        |
| Gaspé Bay, south.....            | 58                      | 73        | 58                                                             | 73        | 185                                                                            | 22        | 5             | 60        |                                                      |           | 97            | 60        |
| do north.....                    | 35                      | 74        | 35                                                             | 74        | 56                                                                             | 26        |               |           |                                                      |           | 225           | 40        |
| Rivière-au-Renard.....           | 100                     | 84        | 100                                                            | 84        | 42                                                                             | 16        |               |           |                                                      |           | 161           | 68        |
| Sto. Anne-des-Monts.....         | 98                      | 24        | 91                                                             | 08        |                                                                                |           |               |           |                                                      |           |               |           |
| Casp-Chatles.....                | 50                      | 88        |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |

| INSPECTION DISTRICT OF              | Amount of Annual Grant. |           | Assessment or voluntary contribution to equal amount of grant. |           | Amount of assessment levied over and above amount of grant, also special asst. |           | Monthly Fees. |           | Assessment for erection or repairs of School Houses. |           | Total levied. |           |
|-------------------------------------|-------------------------|-----------|----------------------------------------------------------------|-----------|--------------------------------------------------------------------------------|-----------|---------------|-----------|------------------------------------------------------|-----------|---------------|-----------|
|                                     | \$                      | cts.      | \$                                                             | cts.      | \$                                                                             | cts.      | \$            | cts.      | \$                                                   | cts.      | \$            | cts.      |
| <b>G. TANGUAY.</b>                  |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Cap-des-Rosiers.....                | 39                      | 94        | 22                                                             | 62        | 127                                                                            | 35        |               |           |                                                      |           | 239           | 97        |
| Monts-Louis.....                    | 22                      | 62        | 73                                                             | 90        | 40                                                                             | 93        | 11            | 20        | 90                                                   | 00        | 131           | 62        |
| Grande-Croix.....                   | 79                      | 50        |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| <b>Total.....</b>                   | <b>1912</b>             | <b>67</b> | <b>1180</b>                                                    | <b>52</b> | <b>1718</b>                                                                    | <b>86</b> | <b>313</b>    | <b>07</b> | <b>90</b>                                            | <b>00</b> | <b>3302</b>   | <b>45</b> |
| <b>St. Anne-Lapocatière, No. 1.</b> |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| do do No. 2.....                    | 116                     | 56        | 116                                                            | 56        | 140                                                                            | 84        | 80            | 00        |                                                      |           | 337           | 40        |
| St. Onésime-d'Irworth.....          | 268                     | 48        | 268                                                            | 48        | 332                                                                            | 06        | 192           | 00        |                                                      |           | 392           | 48        |
| St. Pacôme.....                     | 88                      | 60        | 88                                                             | 60        | 139                                                                            | 40        |               |           |                                                      |           | 228           | 00        |
| Rivière-Ouelle.....                 | 205                     | 86        | 205                                                            | 86        | 185                                                                            | 14        | 145           | 60        |                                                      |           | 536           | 60        |
| St. Denis.....                      | 201                     | 46        | 201                                                            | 46        | 811                                                                            | 72        |               |           |                                                      |           | 786           | 71        |
| Mont-Carmel.....                    | 67                      | 60        | 67                                                             | 60        | 22                                                                             | 97        |               |           |                                                      |           | 1013          | 18        |
| Kanouraska.....                     | 287                     | 08        | 287                                                            | 08        | 380                                                                            | 36        | 140           | 00        |                                                      |           | 90            | 57        |
| St. Paschal.....                    | 325                     | 92        | 325                                                            | 92        | 174                                                                            | 08        |               |           | 100                                                  | 00        | 907           | 44        |
| St. Hilaire.....                    | 143                     | 58        | 143                                                            | 58        | 143                                                                            | 72        |               |           |                                                      |           | 500           | 00        |
| St. André.....                      | 187                     | 54        | 187                                                            | 54        | 140                                                                            | 12        |               |           |                                                      |           | 287           | 30        |
| St. Alexandre.....                  | 195                     | 14        | 196                                                            | 14        | 118                                                                            | 06        | 164           | 80        |                                                      |           | 537           | 46        |
| Notre-Dame-du-Portage.....          | 101                     | 06        | 101                                                            | 06        | 86                                                                             | 84        |               |           |                                                      |           | 314           | 20        |
| Rivière-du-Loup.....                | 131                     | 58        | 131                                                            | 58        | 92                                                                             | 46        | 69            | 60        |                                                      |           | 187           | 90        |
| St. Edouard.....                    | 136                     | 80        | 136                                                            | 80        | 143                                                                            | 80        | 160           | 00        |                                                      |           | 293           | 64        |
| Quebec.....                         | 200                     | 56        | 200                                                            | 56        | 168                                                                            | 94        | 122           | 13        |                                                      |           | 440           | 60        |
| St. Arsène.....                     | 189                     | 92        | 189                                                            | 92        | 276                                                                            | 79        |               |           |                                                      |           | 491           | 63        |
| St. Modeste.....                    | 70                      | 10        | 70                                                             | 10        | 94                                                                             | 90        |               |           |                                                      |           | 466           | 71        |
| St. Antoine.....                    | 373                     | 30        | 333                                                            | 24        |                                                                                |           | 205           | 60        |                                                      |           | 165           | 00        |
| St. Florentin.....                  | 157                     | 92        | 157                                                            | 92        | 66                                                                             | 38        | 30            | 40        | 42                                                   | 50        | 581           | 34        |
| St. Louis.....                      | 188                     | 80        | 188                                                            | 80        | 282                                                                            | 40        |               |           |                                                      |           | 224           | 30        |
| St. Pierre.....                     | 201                     | 34        | 201                                                            | 34        | 216                                                                            | 06        |               |           |                                                      |           | 451           | 20        |
| St. Mathieu-de-Rieux.....           | 84                      | 10        | 84                                                             | 10        | 38                                                                             | 90        |               |           |                                                      |           | 417           | 40        |
| St. Simon.....                      | 136                     | 46        | 136                                                            | 46        | 178                                                                            | 69        | 74            | 00        |                                                      |           | 123           | 00        |
| St. Fabien.....                     | 147                     | 93        | 147                                                            | 93        | 164                                                                            | 32        | 67            | 95        |                                                      |           | 389           | 16        |
| St. Océaire.....                    | 259                     | 68        | 259                                                            | 68        | 39                                                                             | 12        | 90            | 80        |                                                      |           | 380           | 25        |
| Rimouski, (parish).....             | 308                     | 96        | 308                                                            | 96        | 226                                                                            | 24        | 442           | 90        |                                                      |           | 389           | 60        |
| St. Anaclet.....                    | 123                     | 56        | 123                                                            | 56        | 10                                                                             | 44        | 8             | 40        |                                                      |           | 978           | 10        |
| Lesard.....                         | 242                     | 50        | 242                                                            | 50        | 338                                                                            | 98        |               |           |                                                      |           | 142           | 40        |
| Levasse.....                        | 249                     | 06        | 249                                                            | 06        | 78                                                                             | 94        | 30            | 80        |                                                      |           | 581           | 43        |
| St. Océaire.....                    | 180                     | 32        | 180                                                            | 32        | 163                                                                            | 08        | 47            | 60        |                                                      |           | 358           | 80        |
| Métis.....                          | 57                      | 08        | 57                                                             | 08        | 75                                                                             | 11        | 37            | 20        |                                                      |           | 391           | 00        |
| Matane, (parish).....               | 199                     | 08        | 199                                                            | 08        | 297                                                                            | 95        | 87            | 60        |                                                      |           | 169           | 39        |
| MacNider.....                       | 139                     | 62        | 139                                                            | 62        |                                                                                |           | 94            | 08        |                                                      |           | 691           | 11        |
| Matane, (township).....             | 62                      | 06        | 62                                                             | 06        | 12                                                                             | 50        | 50            | 00        |                                                      |           | 207           | 60        |
| Rimouski, (village).....            | 92                      | 36        | 92                                                             | 36        | 101                                                                            | 01        | 140           | 00        |                                                      |           | 124           | 56        |
| <b>Total.....</b>                   | <b>6459</b>             | <b>00</b> | <b>6399</b>                                                    | <b>32</b> | <b>6337</b>                                                                    | <b>59</b> | <b>2633</b>   | <b>46</b> | <b>178</b>                                           | <b>50</b> | <b>16448</b>  | <b>87</b> |

TABLE of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF      | Amount of Annual Grant. |           | Assessment or voluntary contribution to equal amount of grant. |           | Amount of assessment levied over and above amount of grant, also special asst. |           | Monthly Fees. |           | Assessment for erection or repairs of School Houses. |           | Total levied. |           |
|-----------------------------|-------------------------|-----------|----------------------------------------------------------------|-----------|--------------------------------------------------------------------------------|-----------|---------------|-----------|------------------------------------------------------|-----------|---------------|-----------|
|                             | \$                      | cts.      | \$                                                             | cts.      | \$                                                                             | cts.      | \$            | cts.      | \$                                                   | cts.      | \$            | cts.      |
| <b>J. HUME.</b>             |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| St. Victor de Tring         | 141                     | 08        | 141                                                            | 08        | 249                                                                            | 62        | 41            | 06        | .....                                                | .....     | 431           | 76        |
| St. Ephrem                  | 93                      | 72        | 93                                                             | 72        | 142                                                                            | 28        | 48            | 00        | .....                                                | .....     | 284           | 00        |
| Forsyth                     | 76                      | 54        | 76                                                             | 54        | 3                                                                              | 46        | 28            | 00        | .....                                                | .....     | 108           | 00        |
| Lambton                     | 99                      | 48        | 99                                                             | 48        | 63                                                                             | 52        | 24            | 00        | .....                                                | .....     | 207           | 00        |
| Aylmer                      | 97                      | 78        | 97                                                             | 78        | 131                                                                            | 90        | 63            | 28        | .....                                                | .....     | 292           | 96        |
| Standon                     | 48                      | 50        | 10                                                             | 00        | .....                                                                          | .....     | 24            | 00        | .....                                                | .....     | 34            | 00        |
| Frankton West (St. Edouard) | 182                     | 24        | 124                                                            | 75        | .....                                                                          | .....     | 26            | 20        | .....                                                | .....     | 150           | 95        |
| Frankton East               | 153                     | 98        | 153                                                            | 98        | 40                                                                             | 52        | 62            | 00        | .....                                                | .....     | 256           | 50        |
| Granbourn                   | 47                      | 04        | .....                                                          | .....     | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | .....         | .....     |
| Leeds                       | 285                     | 92        | 218                                                            | 00        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 218           | 00        |
| Inverness and dis.          | 280                     | 48        | 280                                                            | 48        | 54                                                                             | 52        | 386           | 60        | 114                                                  | 00        | 534           | 60        |
| Nelson                      | 121                     | 86        | 74                                                             | 00        | .....                                                                          | .....     | 259           | 20        | 23                                                   | 00        | 356           | 20        |
| St. Calixte de Somerset     | 288                     | 74        | 288                                                            | 74        | 593                                                                            | 70        | 152           | 32        | .....                                                | .....     | 1034          | 76        |
| St. Julio                   | 158                     | 04        | 158                                                            | 04        | 70                                                                             | 28        | 261           | 54        | .....                                                | .....     | 489           | 86        |
| St. Sophie d'Halifax        | 248                     | 72        | 248                                                            | 72        | 139                                                                            | 98        | 284           | 40        | .....                                                | .....     | 673           | 10        |
| St. Ferdinand and dis.      | 314                     | 60        | 314                                                            | 60        | 1256                                                                           | 48        | 353           | 80        | .....                                                | .....     | 1924          | 88        |
| Ireland                     | 89                      | 54        | 89                                                             | 54        | 421                                                                            | 40        | 86            | 40        | 139                                                  | 00        | 736           | 40        |
| Broughton                   | 174                     | 44        | 170                                                            | 00        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 170           | 00        |
| Shenloy                     | 27                      | 36        | 27                                                             | 36        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 27            | 36        |
| <b>Total</b>                | <b>2930</b>             | <b>06</b> | <b>2666</b>                                                    | <b>81</b> | <b>3187</b>                                                                    | <b>72</b> | <b>2099</b>   | <b>80</b> | <b>276</b>                                           | <b>00</b> | <b>8230</b>   | <b>83</b> |
| <b>V. MARTIN.</b>           |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Chicoutimi, village         | 90                      | 66        | 90                                                             | 66        | 197                                                                            | 34        | 136           | 00        | .....                                                | .....     | 414           | 00        |
| Chicoutimi, parish          | 283                     | 50        | 268                                                            | 50        | 479                                                                            | 73        | 340           | 80        | 220                                                  | 00        | 1309          | 03        |
| Bagot                       | 147                     | 86        | 146                                                            | 99        | .....                                                                          | .....     | 210           | 00        | .....                                                | .....     | 356           | 99        |
| Bagotville                  | 198                     | 42        | 198                                                            | 42        | 401                                                                            | 88        | .....         | .....     | .....                                                | .....     | 600           | 00        |
| Tatarière                   | 92                      | 26        | 92                                                             | 26        | 207                                                                            | 74        | 74            | 00        | .....                                                | .....     | 374           | 00        |
| St. Joseph                  | 69                      | 04        | 69                                                             | 04        | 162                                                                            | 96        | .....         | .....     | .....                                                | .....     | 307           | 00        |
| St. Jean                    | 39                      | 34        | 39                                                             | 34        | 10                                                                             | 66        | .....         | .....     | .....                                                | .....     | 50            | 00        |
| Higbertville                | 109                     | 62        | 109                                                            | 62        | 50                                                                             | 88        | 83            | 20        | .....                                                | .....     | 193           | 20        |
| <b>Total</b>                | <b>1104</b>             | <b>68</b> | <b>1103</b>                                                    | <b>81</b> | <b>1717</b>                                                                    | <b>41</b> | <b>784</b>    | <b>00</b> | <b>385</b>                                           | <b>00</b> | <b>3890</b>   | <b>22</b> |

|                           |             |           |             |           |             |           |             |           |            |           |              |           |
|---------------------------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|------------|-----------|--------------|-----------|
| Harvey                    | 48          | 40        | 43          | 40        | 112         | 60        | .....       | .....     | .....      | .....     | 156          | 09        |
| Ouatouhan                 | 45          | 58        | 45          | 58        | 94          | 42        | .....       | .....     | .....      | .....     | 230          | 00        |
| <b>Total</b>              | <b>1104</b> | <b>68</b> | <b>1103</b> | <b>81</b> | <b>1717</b> | <b>41</b> | <b>784</b>  | <b>00</b> | <b>385</b> | <b>00</b> | <b>3890</b>  | <b>22</b> |
| <b>F. E. JUNEAU.</b>      |             |           |             |           |             |           |             |           |            |           |              |           |
| St. Nicolas               | 250         | 88        | 250         | 86        | 249         | 14        | 570         | 60        | .....      | .....     | 1070         | 50        |
| St. Rouald                | 303         | 28        | 116         | 16        | .....       | .....     | 180         | 00        | .....      | .....     | 296          | 16        |
| St. Henri                 | 200         | 26        | 300         | 26        | 587         | 97        | 258         | 46        | .....      | .....     | 1146         | 63        |
| St. Jean Chrysostome      | 282         | 62        | 282         | 62        | 321         | 27        | 281         | 95        | .....      | .....     | 885          | 84        |
| St. Lambert               | 186         | 08        | 186         | 08        | 61          | 92        | 84          | 00        | .....      | .....     | 332          | 00        |
| St. Joseph de Lévis       | 340         | 74        | 275         | 00        | .....       | .....     | 1098        | 20        | .....      | .....     | 1373         | 26        |
| St. Etienne de Lauzon     | 86          | 14        | 86          | 14        | 121         | 86        | 101         | 33        | .....      | .....     | 309          | 33        |
| Notre Dame de la Victoire | 119         | 94        | 119         | 94        | 412         | 96        | 722         | 37        | 400        | 00        | 1655         | 27        |
| Lévis (town)              | 636         | 80        | 636         | 80        | 108         | 80        | 201         | 70        | 100        | 00        | 1047         | 30        |
| Etochemin (village)       | 90          | 66        | 90          | 66        | 182         | 81        | 122         | 00        | .....      | .....     | 365          | 47        |
| St. Isidore               | 289         | 74        | 289         | 74        | 29          | 26        | 73          | 00        | .....      | .....     | 392          | 00        |
| St. Bernard               | 202         | 59        | 202         | 58        | .....       | .....     | 230         | 55        | .....      | .....     | 433          | 13        |
| St. Anselme               | 296         | 54        | 296         | 54        | 499         | 40        | .....       | .....     | .....      | .....     | 796          | 00        |
| St. Marguerite            | 206         | 20        | 180         | 70        | .....       | .....     | .....       | .....     | .....      | .....     | 130          | 70        |
| St. Hégédino              | 124         | 70        | 69          | 00        | .....       | .....     | .....       | .....     | .....      | .....     | 69           | 00        |
| St. Claire                | 276         | 52        | 276         | 52        | 367         | 58        | 183         | 46        | .....      | .....     | 827          | 56        |
| <b>Total</b>              | <b>3593</b> | <b>04</b> | <b>3609</b> | <b>56</b> | <b>2943</b> | <b>03</b> | <b>4107</b> | <b>56</b> | <b>500</b> | <b>00</b> | <b>11160</b> | <b>15</b> |
| <b>P. F. BELAND.</b>      |             |           |             |           |             |           |             |           |            |           |              |           |
| St. Jean Deschailons      | 278         | 92        | 273         | 92        | 182         | 08        | 101         | 87        | 108        | 00        | 665          | 87        |
| Lotbinière                | 449         | 94        | 449         | 94        | 202         | 75        | 492         | 11        | 75         | 32        | 1220         | 11        |
| St. Croix                 | 250         | 06        | 25          | 50        | .....       | .....     | 174         | 95        | .....      | .....     | 200          | 45        |
| St. Flavien               | 115         | 88        | 115         | 88        | 117         | 62        | 82          | 40        | .....      | .....     | 315          | 00        |
| St. Antoine               | 226         | 10        | 226         | 10        | 334         | 12        | 242         | 00        | .....      | .....     | 802          | 22        |
| St. Appollinaire          | 176         | 24        | 176         | 24        | 139         | 36        | 38          | 80        | .....      | .....     | 354          | 40        |
| St. Giles and dis.        | 136         | 00        | 67          | 05        | .....       | .....     | 50          | 40        | 60         | 00        | 177          | 45        |
| St. Agathe                | 170         | 60        | 170         | 60        | 210         | 60        | .....       | .....     | .....      | .....     | 351          | 20        |
| St. Sylvestre South       | 209         | 71        | 209         | 71        | .....       | .....     | .....       | .....     | .....      | .....     | 299          | 71        |
| St. Marie                 | 383         | 80        | 383         | 80        | 940         | 20        | .....       | .....     | 240        | 00        | 1344         | 00        |
| St. Eléazar               | 260         | 58        | 200         | 58        | 275         | 42        | .....       | .....     | .....      | .....     | 536          | 00        |
| St. Joseph                | 348         | 08        | 348         | 08        | 224         | 09        | 547         | 96        | .....      | .....     | 1120         | 13        |
| St. Frédéric              | 169         | 58        | 169         | 58        | 62          | 42        | .....       | .....     | .....      | .....     | 232          | 00        |
| St. François              | 373         | 28        | 373         | 28        | 214         | 72        | 200         | 80        | 318        | 00        | 1106         | 80        |
| St. George                | 200         | 10        | 200         | 10        | 83          | 42        | 71          | 20        | .....      | .....     | 354          | 72        |
| Matschomet                | 66          | 36        | 66          | 36        | 11          | 64        | .....       | .....     | .....      | .....     | 78           | 00        |
| St. Sylvestre North       | 164         | 59        | 164         | 59        | 209         | 00        | .....       | .....     | .....      | .....     | 373          | 59        |
| <b>Total</b>              | <b>4064</b> | <b>82</b> | <b>3771</b> | <b>31</b> | <b>3187</b> | <b>44</b> | <b>2002</b> | <b>48</b> | <b>801</b> | <b>32</b> | <b>9762</b>  | <b>55</b> |

TABLE of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF             | Amount of Annual Grant. |           | Assessment or voluntary contribution to equal amount of grant. |           | Amount of assessment levied over and above amount of grant, also special asst. |           | Monthly Fees. |           | Assessment for erection or repairs of School Houses. |           | Total levied. |           |
|------------------------------------|-------------------------|-----------|----------------------------------------------------------------|-----------|--------------------------------------------------------------------------------|-----------|---------------|-----------|------------------------------------------------------|-----------|---------------|-----------|
|                                    | \$                      | cts.      | \$                                                             | cts.      | \$                                                                             | cts.      | \$            | cts.      | \$                                                   | cts.      | \$            | cts.      |
| <b>J. CREPAULT.</b>                |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Beauport .....                     | 138                     | 94        | 138                                                            | 94        | 273                                                                            | 06        | 288           | 61        |                                                      |           | 700           | 64        |
| St. Charles .....                  | 246                     | 00        | 246                                                            | 00        | 232                                                                            | 25        | 221           | 33        |                                                      |           | 749           | 57        |
| St. Gervais .....                  | 307                     | 16        | 307                                                            | 16        | 313                                                                            | 64        | 401           | 25        |                                                      |           | 1022          | 05        |
| St. Lazaro .....                   | 235                     | 48        | 235                                                            | 48        | 87                                                                             | 02        |               |           |                                                      |           | 322           | 50        |
| St. Michel, (village) .....        | 137                     | 14        | 137                                                            | 14        | 259                                                                            | 34        | 450           | 00        |                                                      |           | 846           | 48        |
| do (parish) .....                  | 130                     | 63        | 130                                                            | 63        | 263                                                                            | 31        | 480           | 00        |                                                      |           | 873           | 99        |
| St. Valer .....                    | 159                     | 30        | 159                                                            | 30        | 156                                                                            | 00        | 73            | 50        |                                                      |           | 388           | 80        |
| St. Raphaël .....                  | 297                     | 44        | 297                                                            | 44        | 11                                                                             | 21        | 71            | 50        | 12                                                   | 10        | 392           | 25        |
| Berthier .....                     | 138                     | 04        | 138                                                            | 04        | 58                                                                             | 91        | 95            | 72        | 299                                                  | 01        | 300           | 00        |
| St. François .....                 | 281                     | 50        | 281                                                            | 50        | 18                                                                             | 50        | 121           | 93        |                                                      |           | 327           | 86        |
| St. Pierre .....                   | 161                     | 10        | 161                                                            | 10        | 44                                                                             | 83        | 62            | 00        |                                                      |           | 300           | 00        |
| St. Thomas .....                   | 527                     | 94        | 527                                                            | 94        | 652                                                                            | 06        | 216           | 80        |                                                      |           | 1242          | 00        |
| Cap St. Ignace .....               | 332                     | 26        | 332                                                            | 26        | 332                                                                            | 64        |               |           |                                                      |           | 881           | 70        |
| Grosse Isle .....                  | 4                       | 18        | 68                                                             | 28        | 25                                                                             | 23        |               |           |                                                      |           | 128           | 71        |
| Isle-aux-Grues .....               | 68                      | 28        | 462                                                            | 72        | 257                                                                            | 28        | 35            | 20        |                                                      |           | 1125          | 40        |
| L'Islet .....                      | 462                     | 72        | 73                                                             | 70        | 67                                                                             | 51        | 36            | 50        |                                                      |           | 177           | 71        |
| St. Cyrille .....                  | 73                      | 32        | 336                                                            | 32        | 273                                                                            | 13        | 194           | 40        |                                                      |           | 303           | 85        |
| St. Jean Port-Joli .....           | 336                     | 32        | 243                                                            | 96        | 187                                                                            | 65        | 210           | 60        |                                                      |           | 642           | 21        |
| St. Roch des Aulnaes .....         | 243                     | 96        | 124                                                            | 02        | 00                                                                             | 88        | 98            | 40        |                                                      |           | 223           | 30        |
| St. Louis .....                    | 124                     | 02        | 40                                                             | 40        | 6                                                                              | 74        | 1             | 60        |                                                      |           | 270           | 00        |
| St. Roch .....                     | 90                      | 44        | 73                                                             | 26        | 106                                                                            | 14        | 62            | 20        |                                                      |           | 81            | 60        |
| Backland .....                     | 73                      | 26        | 149                                                            | 86        |                                                                                |           |               |           |                                                      |           | 318           | 20        |
| St. Cajetan d'Amagh .....          | 149                     | 86        |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| St. Aubert .....                   |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| <b>Total .....</b>                 | <b>4719</b>             | <b>72</b> | <b>4665</b>                                                    | <b>10</b> | <b>3677</b>                                                                    | <b>33</b> | <b>3526</b>   | <b>96</b> | <b>541</b>                                           | <b>11</b> | <b>12410</b>  | <b>50</b> |
| <b>REV. R. G. PLEES.</b>           |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| City of Quebec (Protestants) ..... | 728                     | 16        | 728                                                            | 16        |                                                                                |           | 19595         | 00        |                                                      |           | 20823         | 16        |
| <b>Total .....</b>                 | <b>728</b>              | <b>16</b> | <b>728</b>                                                     | <b>16</b> |                                                                                |           | <b>19595</b>  | <b>00</b> |                                                      |           | <b>20823</b>  | <b>16</b> |

| INSPECTION DISTRICT OF                 | Amount of Annual Grant. |           | Assessment or voluntary contribution to equal amount of grant. |           | Amount of assessment levied over and above amount of grant, also special asst. |           | Monthly Fees. |           | Assessment for erection or repairs of School Houses. |           | Total levied. |           |
|----------------------------------------|-------------------------|-----------|----------------------------------------------------------------|-----------|--------------------------------------------------------------------------------|-----------|---------------|-----------|------------------------------------------------------|-----------|---------------|-----------|
|                                        | \$                      | cts.      | \$                                                             | cts.      | \$                                                                             | cts.      | \$            | cts.      | \$                                                   | cts.      | \$            | cts.      |
| <b>M. PAINCHAUD.</b>                   |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Magdalen Islands .....                 | 149                     | 85        | 149                                                            | 85        | 430                                                                            | 15        | 27            | 80        |                                                      |           | 607           | 80        |
| Aubert .....                           | 149                     | 85        | 149                                                            | 85        | 350                                                                            | 15        | 36            | 30        |                                                      |           | 536           | 30        |
| <b>Total .....</b>                     | <b>299</b>              | <b>70</b> | <b>299</b>                                                     | <b>70</b> | <b>780</b>                                                                     | <b>30</b> | <b>64</b>     | <b>10</b> |                                                      |           | <b>1144</b>   | <b>10</b> |
| <b>P. M. BARDY.</b>                    |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Quebec, City (Catholics) .....         | 3123                    | 68        | 3123                                                           | 68        |                                                                                |           | 56720         | 00        |                                                      |           | 59843         | 68        |
| Beauport .....                         | 355                     | 54        | 276                                                            | 64        | 155                                                                            | 58        | 561           | 00        |                                                      |           | 1072          | 12        |
| Charlebourg .....                      | 276                     | 64        | 449                                                            | 36        | 449                                                                            | 36        | 179           | 60        | 69                                                   | 35        | 973           | 95        |
| St. Dunstan and diss. ....             | 57                      | 08        | 57                                                             | 08        | 102                                                                            | 92        |               |           |                                                      |           | 160           | 00        |
| St. Ambrose .....                      | 356                     | 32        | 356                                                            | 32        | 252                                                                            | 68        | 144           | 65        |                                                      |           | 753           | 65        |
| Valcartier .....                       | 188                     | 14        | 188                                                            | 14        | 134                                                                            | 60        |               |           |                                                      |           | 323           | 04        |
| Stoncham .....                         | 77                      | 88        | 77                                                             | 88        | 68                                                                             | 00        |               |           |                                                      |           | 145           | 88        |
| Ancienne Lorette .....                 | 246                     | 80        | 246                                                            | 80        | 177                                                                            | 20        | 313           | 75        | 384                                                  | 00        | 1121          | 75        |
| St. Foy and diss. ....                 | 192                     | 66        | 122                                                            | 66        | 53                                                                             | 34        | 126           | 00        |                                                      |           | 302           | 00        |
| St. Colomann de Sillery and diss. .... | 538                     | 22        | 538                                                            | 22        | 274                                                                            | 76        | 337           | 02        |                                                      |           | 1150          | 00        |
| St. Roch and diss. ....                | 815                     | 10        | 815                                                            | 10        | 116                                                                            | 40        | 136           | 63        |                                                      |           | 1068          | 13        |
| Cap Rouge .....                        | 67                      | 50        | 67                                                             | 50        | 64                                                                             | 50        | 121           | 33        |                                                      |           | 253           | 33        |
| St. Michel de Beauport .....           | 87                      | 40        | 87                                                             | 40        | 76                                                                             | 26        | 68            | 00        |                                                      |           | 212           | 66        |
| Grondines .....                        | 176                     | 58        | 176                                                            | 58        | 131                                                                            | 07        | 218           | 00        |                                                      |           | 525           | 65        |
| St. Casimir .....                      | 188                     | 46        | 188                                                            | 46        | 22                                                                             | 12        | 16            | 00        |                                                      |           | 226           | 58        |
| Deschamault .....                      | 263                     | 88        | 263                                                            | 88        | 100                                                                            | 05        | 248           | 28        |                                                      |           | 612           | 21        |
| St. Alban .....                        | 374                     | 78        | 374                                                            | 78        | 531                                                                            | 44        | 144           | 64        |                                                      |           | 354           | 40        |
| Cap Santé and diss. ....               | 226                     | 00        | 226                                                            | 00        | 195                                                                            | 00        | 204           | 38        |                                                      |           | 522           | 40        |
| St. Basile .....                       | 323                     | 08        | 323                                                            | 08        | 80                                                                             | 00        | 204           | 20        | 227                                                  | 00        | 1337          | 31        |
| St. Raymond .....                      | 188                     | 80        | 188                                                            | 80        | 243                                                                            | 20        | 36            | 00        |                                                      |           | 414           | 08        |
| St. Catherine .....                    | 69                      | 86        | 69                                                             | 86        | 96                                                                             | 17        |               |           |                                                      |           | 468           | 00        |
| Kennebec .....                         | 248                     | 48        | 248                                                            | 48        | 84                                                                             | 41        | 128           | 40        |                                                      |           | 166           | 03        |
| Pointe aux Trembles .....              | 177                     | 36        | 177                                                            | 36        | 314                                                                            | 64        | 30            | 40        |                                                      |           | 461           | 29        |
| St. Augustin .....                     | 173                     | 76        | 173                                                            | 76        | 235                                                                            | 55        | 204           | 38        |                                                      |           | 522           | 40        |
| Château Richer .....                   | 117                     | 02        | 117                                                            | 02        |                                                                                |           | 76            | 08        |                                                      |           | 632           | 69        |
| St. Anne .....                         | 108                     | 52        | 108                                                            | 52        | 198                                                                            | 88        | 30            | 80        |                                                      |           | 144           | 51        |
| St. Joachim .....                      | 38                      | 00        | 38                                                             | 00        | 32                                                                             | 00        | 5             | 20        |                                                      |           | 338           | 20        |
| St. Titus des Caps .....               | 99                      | 70        | 91                                                             | 06        |                                                                                |           | 33            | 60        |                                                      |           | 124           | 66        |
| St. Ferréol .....                      | 69                      | 76        | 69                                                             | 76        |                                                                                |           | 15            | 90        |                                                      |           | 262           | 15        |
| J. Ange Gardien .....                  | 105                     | 36        | 105                                                            | 36        |                                                                                |           |               |           |                                                      |           | 108           | 00        |
| Laval .....                            | 105                     | 48        | 105                                                            | 48        |                                                                                |           | 283           | 28        |                                                      |           | 451           | 66        |
| St. Laurent .....                      | 162                     | 00        | 162                                                            | 00        | 62                                                                             | 90        | 255           | 50        |                                                      |           | 718           | 53        |
| St. Jean .....                         | 63                      | 42        | 63                                                             | 42        | 98                                                                             | 65        | 42            | 63        |                                                      |           | 204           | 73        |
| St. François .....                     | 100                     | 38        | 100                                                            | 38        | 85                                                                             | 62        | 50            | 00        |                                                      |           | 236           | 00        |
| St. Famille .....                      | 115                     | 54        | 115                                                            | 54        | 184                                                                            | 46        | 154           | 52        |                                                      |           | 236           | 00        |
| St. Pierre .....                       |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           | 454           | 52        |
| <b>Total .....</b>                     | <b>9942</b>             | <b>60</b> | <b>9985</b>                                                    | <b>57</b> | <b>5142</b>                                                                    | <b>31</b> | <b>60885</b>  | <b>82</b> | <b>680</b>                                           | <b>35</b> | <b>76694</b>  | <b>05</b> |

TABLE of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF           | Amount of Annual Grant. |           | Assessment or voluntary contribution to equal amount of grant. |           | Amount of assessment levied over and above amount of grant, also special asst. |           | Monthly Fees. |           | Assessment for erection or repairs of School Houses. |           | Total levied. |           |
|----------------------------------|-------------------------|-----------|----------------------------------------------------------------|-----------|--------------------------------------------------------------------------------|-----------|---------------|-----------|------------------------------------------------------|-----------|---------------|-----------|
|                                  | \$                      | cts.      | \$                                                             | cts.      | \$                                                                             | cts.      | \$            | cts.      | \$                                                   | cts.      | \$            | cts.      |
| <b>T. BOIVIN.</b>                |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| St. Fidèle.....                  | 94                      | 52        | 94                                                             | 52        | 292                                                                            | 48        | 32            | 60        | .....                                                | .....     | 419           | 60        |
| Malbaie.....                     | 312                     | 70        | 312                                                            | 70        | 246                                                                            | 27        | 552           | 80        | 660                                                  | 45        | 1772          | 22        |
| St. Agnès.....                   | 149                     | 68        | 149                                                            | 68        | 222                                                                            | 32        | .....         | .....     | 190                                                  | 00        | 372           | 00        |
| St. Irénée.....                  | 112                     | 82        | 112                                                            | 82        | 385                                                                            | 18        | 80            | 00        | .....                                                | .....     | 768           | 00        |
| Éboulements.....                 | 252                     | 74        | 232                                                            | 74        | 353                                                                            | 86        | 137           | 60        | .....                                                | .....     | 744           | 20        |
| St. Urbain.....                  | 80                      | 02        | 86                                                             | 02        | 82                                                                             | 48        | .....         | .....     | .....                                                | .....     | 206           | 90        |
| St. Jean.....                    | 61                      | 04        | 56                                                             | 02        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 13            | 00        |
| St. Jean.....                    | 414                     | 22        | 414                                                            | 22        | 292                                                                            | 36        | 176           | 80        | .....                                                | .....     | 883           | 38        |
| Petite Rivière.....              | 82                      | 30        | 82                                                             | 30        | 63                                                                             | 70        | .....         | .....     | .....                                                | .....     | 146           | 00        |
| Île aux Coudres.....             | 79                      | 14        | 79                                                             | 14        | 80                                                                             | 21        | 67            | 10        | .....                                                | .....     | 226           | 45        |
| Escoumins.....                   | 116                     | 34        | 116                                                            | 34        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 116           | 84        |
| De Salles.....                   | 45                      | 00        | 45                                                             | 00        | 59                                                                             | 00        | 20            | 00        | .....                                                | .....     | 104           | 00        |
| Talouzac.....                    | 51                      | 78        | 20                                                             | 00        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 40            | 00        |
| <b>Total.....</b>                | <b>1838</b>             | <b>30</b> | <b>1773</b>                                                    | <b>48</b> | <b>2077</b>                                                                    | <b>86</b> | <b>1105</b>   | <b>30</b> | <b>850</b>                                           | <b>45</b> | <b>5812</b>   | <b>09</b> |
| <b>P. HUBERT.</b>                |                         |           |                                                                |           |                                                                                |           |               |           |                                                      |           |               |           |
| Three Rivers, Town and diss..... | 684                     | 86        | 684                                                            | 86        | 133                                                                            | 14        | 249           | 20        | .....                                                | .....     | 1087          | 20        |
| do                               | 68                      | 62        | 68                                                             | 62        | 501                                                                            | 38        | .....         | .....     | .....                                                | .....     | 630           | 00        |
| Pointe du Lac.....               | 186                     | 38        | 186                                                            | 38        | 194                                                                            | 37        | 208           | 50        | .....                                                | .....     | 380           | 75        |
| Yamachiche.....                  | 363                     | 24        | 363                                                            | 24        | 300                                                                            | 70        | 48            | 00        | .....                                                | .....     | 572           | 80        |
| St. Séverin.....                 | 105                     | 82        | 105                                                            | 82        | 70                                                                             | 18        | 105           | 20        | .....                                                | .....     | 222           | 00        |
| St. Barnabé.....                 | 184                     | 38        | 184                                                            | 38        | 186                                                                            | 62        | 43            | 80        | .....                                                | .....     | 476           | 20        |
| Shawinigan.....                  | 114                     | 18        | 114                                                            | 18        | 37                                                                             | 82        | 8             | 80        | .....                                                | .....     | 195           | 80        |
| St. Etienne and diss.....        | 232                     | 20        | 232                                                            | 20        | 98                                                                             | 78        | 134           | 00        | .....                                                | .....     | 330           | 78        |
| Rivière du Loup.....             | 330                     | 88        | 336                                                            | 88        | 472                                                                            | 95        | 227           | 66        | .....                                                | .....     | 843           | 83        |
| Maskinongé.....                  | 262                     | 84        | 262                                                            | 84        | 386                                                                            | 00        | 103           | 60        | .....                                                | .....     | 576           | 60        |
| St. Justin.....                  | 180                     | 08        | 180                                                            | 08        | 103                                                                            | 92        | 99            | 20        | 168                                                  | 00        | 393           | 00        |
| St. Duroc.....                   | 159                     | 62        | 159                                                            | 62        | 66                                                                             | 38        | 152           | 53        | .....                                                | .....     | 493           | 20        |
| St. Ursule.....                  | 247                     | 68        | 247                                                            | 68        | 148                                                                            | 60        | 141           | 00        | .....                                                | .....     | 440           | 53        |
| St. Paulin.....                  | 120                     | 40        | 120                                                            | 40        | 258                                                                            | 13        | .....         | .....     | .....                                                | .....     | 365           | 40        |
| Dumontier.....                   | 256                     | 76        | 256                                                            | 76        | .....                                                                          | .....     | .....         | .....     | .....                                                | .....     | 649           | 89        |

|                                |             |           |             |           |             |           |             |           |            |           |              |           |
|--------------------------------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|------------|-----------|--------------|-----------|
| Cap de la Magdeleine.....      | 116         | 10        | 116         | 10        | 186         | 15        | 24          | 00        | .....      | .....     | 326          | 25        |
| Champlain.....                 | 237         | 98        | 237         | 98        | 450         | 92        | 245         | 20        | .....      | .....     | 943          | 10        |
| Bathurst.....                  | 121         | 64        | 121         | 64        | 90          | 89        | 156         | 00        | .....      | .....     | 368          | 53        |
| St. Anne de la Pêrarde.....    | 118         | 76        | 328         | 76        | 179         | 24        | 102         | 66        | .....      | .....     | 610          | 66        |
| St. Prosper.....               | 118         | 22        | 116         | 22        | 114         | 98        | 54          | 46        | .....      | .....     | 285          | 61        |
| St. Stanislas.....             | 376         | 58        | 376         | 58        | 128         | 48        | 173         | 13        | .....      | .....     | 678          | 19        |
| St. Geneviève.....             | 245         | 42        | 245         | 42        | 145         | 34        | 90          | 00        | .....      | .....     | 480          | 76        |
| St. Narcisse.....              | 110         | 66        | 110         | 66        | 93          | 14        | 108         | 20        | 407        | 00        | 719          | 00        |
| Radnor.....                    | 46          | 02        | .....       | .....     | .....       | .....     | 209         | 82        | .....      | .....     | 209          | 82        |
| St. Maurice.....               | 327         | 04        | 327         | 04        | 160         | 40        | 163         | 00        | .....      | .....     | 650          | 50        |
| Peterborough.....              | 48          | 16        | 48          | 16        | 31          | 84        | .....       | .....     | .....      | .....     | 80           | 00        |
| Huntertown.....                | 80          | 38        | 80          | 38        | .....       | .....     | .....       | .....     | .....      | .....     | 80           | 38        |
| Notre-Dame du Mont Carmel..... | 55          | 62        | 55          | 62        | 244         | 38        | 46          | 00        | .....      | .....     | 340          | 00        |
| <b>Total.....</b>              | <b>5714</b> | <b>52</b> | <b>5608</b> | <b>50</b> | <b>4894</b> | <b>12</b> | <b>2089</b> | <b>26</b> | <b>575</b> | <b>00</b> | <b>14126</b> | <b>88</b> |
| <b>B. MAURAUULT.</b>           |             |           |             |           |             |           |             |           |            |           |              |           |
| Baie du Febvre.....            | 337         | 10        | 337         | 10        | 501         | 58        | 262         | 20        | .....      | .....     | 1100         | 88        |
| St. Zéphirin.....              | 144         | 36        | 144         | 36        | 131         | 42        | 36          | 00        | 72         | 00        | 383          | 78        |
| St. Thomas de Pierreville..... | 310         | 32        | 310         | 32        | 250         | 00        | .....       | .....     | .....      | .....     | 560          | 32        |
| St. François, parish.....      | 211         | 18        | 211         | 18        | 159         | 52        | 112         | 00        | .....      | .....     | 482          | 50        |
| do village.....                | 50          | 20        | 50          | 20        | 32          | 80        | 20          | 00        | .....      | .....     | 123          | 00        |
| St. David.....                 | 443         | 72        | 443         | 72        | 171         | 61        | 227         | 50        | .....      | .....     | 842          | 86        |
| St. Michel.....                | 275         | 84        | .....       | .....     | .....       | .....     | .....       | .....     | .....      | .....     | .....        | .....     |
| Gentilly.....                  | 324         | 00        | 324         | 00        | 474         | 24        | .....       | .....     | 112        | 00        | 910          | 24        |
| Windsor.....                   | 57          | 42        | 57          | 42        | 34          | 58        | 18          | 00        | .....      | .....     | 110          | 00        |
| St. Gertrude.....              | 160         | 64        | 160         | 64        | 94          | 52        | .....       | .....     | .....      | .....     | 255          | 16        |
| St. Grégoire.....              | 387         | 98        | 387         | 98        | 248         | 02        | 228         | 40        | .....      | .....     | 864          | 40        |
| St. Césaire.....               | 153         | 18        | 153         | 18        | 67          | 45        | .....       | .....     | .....      | .....     | 220          | 63        |
| Nicolet.....                   | 322         | 88        | 322         | 88        | 227         | 12        | 271         | 80        | .....      | .....     | 821          | 80        |
| St. Monique, No. 1.....        | 313         | 14        | 313         | 14        | 107         | 88        | 180         | 80        | .....      | .....     | 581          | 82        |
| do No. 2.....                  | 61          | 50        | 61          | 50        | 54          | 96        | .....       | .....     | .....      | .....     | 116          | 00        |
| St. Pierre les Becquets.....   | 338         | 46        | 338         | 46        | 338         | 14        | 68          | 00        | 185        | 15        | 929          | 75        |
| Béancour.....                  | 414         | 66        | 414         | 66        | 218         | 87        | 154         | 50        | .....      | .....     | 788          | 03        |
| <b>Total.....</b>              | <b>4286</b> | <b>58</b> | <b>4010</b> | <b>74</b> | <b>3222</b> | <b>14</b> | <b>1529</b> | <b>20</b> | <b>369</b> | <b>15</b> | <b>9131</b>  | <b>23</b> |
| <b>G. BOURGEOIS.</b>           |             |           |             |           |             |           |             |           |            |           |              |           |
| St. Guillaume d'Upton.....     | 222         | 74        | 223         | 74        | 100         | 26        | 170         | 60        | .....      | .....     | 494          | 60        |
| St. Bonaventure.....           | 105         | 24        | 105         | 24        | 2           | 50        | 23          | 20        | 45         | 50        | 176          | 44        |
| St. Germain de Grantham.....   | 177         | 84        | 177         | 84        | 119         | 16        | 101         | 60        | .....      | .....     | 398          | 60        |
| St. Frédéric.....              | 143         | 58        | 143         | 58        | 848         | 04        | 101         | 20        | .....      | .....     | 1092         | 82        |
| Wickham.....                   | 96          | 78        | 96          | 78        | 438         | 92        | 98          | 80        | .....      | .....     | 654          | 50        |

TABLE A.—Of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF                           | Amount of Annual Grant. |      | Assessment or voluntary contribution to equal amount of grant. |      | Amount of assessment levied over and above amount of grant, also special asst. |      | Monthly Fees. |      | Assessment for erection or repairs of School Houses. |      | Total levied. |      |
|--------------------------------------------------|-------------------------|------|----------------------------------------------------------------|------|--------------------------------------------------------------------------------|------|---------------|------|------------------------------------------------------|------|---------------|------|
|                                                  | \$                      | cts. | \$                                                             | cts. | \$                                                                             | cts. | \$            | cts. | \$                                                   | cts. | \$            | cts. |
| <b>G. BOURGEOIS.</b>                             |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| Durham, No. 1, diss. Cath. (see Hubbard's dist.) |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| Kingsey, Cath. (see Hubbard's district)          | 305                     | 58   | 305                                                            | 58   | 794                                                                            | 42   | 387           | 60   | 1687                                                 | 60   | 1687          | 60   |
| Acton                                            | 37                      | 37   | 222                                                            | 37   | 275                                                                            | 79   | 323           | 40   | 891                                                  | 56   | 891           | 56   |
| Tingwick and diss.                               | 98                      | 98   | 88                                                             | 98   | 146                                                                            | 02   | 20            | 00   | 120                                                  | 00   | 375           | 00   |
| Chester East                                     | 84                      | 90   | 84                                                             | 90   | 236                                                                            | 10   |               |      |                                                      |      | 321           | 00   |
| do West                                          | 150                     | 46   | 150                                                            | 46   | 213                                                                            | 25   | 162           | 40   | 40                                                   | 00   | 566           | 11   |
| Warwick and diss.                                | 278                     | 22   | 278                                                            | 22   |                                                                                |      | 203           | 00   | 290                                                  | 00   | 343           | 00   |
| St. Christophe                                   | 139                     | 30   | 139                                                            | 30   | 00                                                                             | 70   | 179           | 20   |                                                      |      | 44            | 53   |
| St. Norbert                                      | 243                     | 06   | 243                                                            | 06   |                                                                                |      |               |      |                                                      |      | 8             | 00   |
| Stazfold                                         | 55                      | 28   | 44                                                             | 53   |                                                                                |      |               |      |                                                      |      | 26            | 00   |
| Eulstrode                                        | 21                      | 36   | 8                                                              | 00   |                                                                                |      |               |      |                                                      |      | 67            | 54   |
| Ste. Clothie                                     | 68                      | 74   | 26                                                             | 00   |                                                                                |      |               |      |                                                      |      | 76            | 00   |
| Arthabaskville                                   | 12                      | 22   | 7                                                              | 54   |                                                                                |      |               |      |                                                      |      | 76            | 00   |
| Ste. Eulalie                                     | 20                      | 58   | 20                                                             | 58   | 55                                                                             | 42   |               |      |                                                      |      | 233           | 31   |
| St. Albert                                       | 2436                    | 23   | 2366                                                           | 70   | 3439                                                                           | 58   | 1807          | 90   | 555                                                  | 50   | 8159          | 78   |
| Total                                            |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| <b>II. HUBBARD.</b>                              |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| Stanstead                                        | 579                     | 60   | 579                                                            | 60   | 1880                                                                           | 40   | 353           | 76   |                                                      |      | 2813          | 76   |
| Barnston                                         | 350                     | 24   | 350                                                            | 24   | 418                                                                            | 70   | 1500          | 50   | 185                                                  | 00   | 2454          | 74   |
| Barford                                          | 79                      | 14   | 79                                                             | 14   | 170                                                                            | 80   | 313           | 60   |                                                      |      | 563           | 60   |
| Hatley and diss.                                 | 237                     | 08   | 257                                                            | 08   | 202                                                                            | 92   | 988           | 80   |                                                      |      | 1448          | 80   |
| Magog                                            | 119                     | 22   | 119                                                            | 22   | 308                                                                            | 34   | 321           | 94   |                                                      |      | 750           | 00   |
| Clifton                                          | 61                      | 50   | 61                                                             | 50   | 78                                                                             | 50   | 60            | 80   |                                                      |      | 200           | 80   |
| Compton                                          | 340                     | 62   | 340                                                            | 62   | 519                                                                            | 05   | 1086          | 00   | 300                                                  | 00   | 2245          | 67   |
| Hereford                                         | 41                      | 38   | 41                                                             | 38   | 111                                                                            | 62   | 232           | 80   | 106                                                  | 00   | 491           | 80   |
| Katon                                            | 215                     | 36   | 215                                                            | 36   | 650                                                                            | 30   | 774           | 40   | 12                                                   | 15   | 1652          | 21   |
| Newport                                          | 45                      | 66   | 45                                                             | 66   | 248                                                                            | 43   | 46            | 80   |                                                      |      | 338           | 79   |
| Ascot                                            | 248                     | 70   | 248                                                            | 70   | 1258                                                                           | 12   |               |      |                                                      |      | 1656          | 82   |
| Sherbrooke                                       | 336                     | 20   | 336                                                            | 20   | 173                                                                            | 80   |               |      |                                                      |      | 750           | 00   |
| Orford                                           | 81                      | 96   | 81                                                             | 96   | 102                                                                            | 55   |               |      |                                                      |      | 233           | 31   |
| West Bury                                        | 33                      | 58   | 33                                                             | 58   | 142                                                                            | 49   | 65            | 60   |                                                      |      | 241           | 67   |
| Total                                            |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |

|                                           |      |    |      |    |       |    |       |    |      |    |       |    |
|-------------------------------------------|------|----|------|----|-------|----|-------|----|------|----|-------|----|
| Bury                                      | 111  | 89 | 111  | 80 | 395   | 39 | 100   | 80 |      |    | 607   | 99 |
| Kingwick                                  | 63   | 76 | 63   | 76 | 329   | 24 | 340   | 00 |      |    | 733   | 00 |
| Winstow, South                            | 78   | 34 | 78   | 34 | 115   | 66 | 40    | 00 |      |    | 234   | 00 |
| Shipton                                   | 302  | 06 | 302  | 06 | 716   | 14 | 979   | 46 |      |    | 1997  | 66 |
| Cleveland and diss.                       | 216  | 60 | 216  | 60 | 229   | 40 | 654   | 20 | 1237 | 00 | 2337  | 20 |
| Melbourne                                 | 233  | 56 | 233  | 56 | 908   | 35 |       |    | 370  | 00 | 1511  | 91 |
| Brompton                                  | 81   | 74 | 81   | 74 | 192   | 98 | 432   | 00 |      |    | 706   | 72 |
| Windsor, St. George                       | 70   | 10 | 70   | 10 | 244   | 40 | 284   | 80 | 20   | 00 | 619   | 30 |
| Dundaswell                                | 82   | 18 | 82   | 18 | 111   | 15 | 355   | 20 |      |    | 548   | 53 |
| Weedon                                    | 91   | 46 | 91   | 46 | 334   | 54 | 47    | 20 |      |    | 473   | 20 |
| South Ham                                 | 25   | 22 | 25   | 22 | 8     | 8  | 36    | 00 |      |    | 70    | 00 |
| Wotton                                    | 173  | 32 | 173  | 32 | 205   | 02 | 150   | 40 | 160  | 00 | 688   | 74 |
| Durham, No. 1                             | 265  | 86 | 265  | 86 | 657   | 42 | 1183  | 60 | 456  | 21 | 2363  | 09 |
| do 2                                      | 90   | 48 | 90   | 48 | 27    | 52 | 27    | 20 |      |    | 145   | 20 |
| Kingsey                                   | 271  | 66 | 271  | 66 | 593   | 34 | 368   | 00 | 184  | 00 | 1417  | 00 |
| Tingwick, diss. (see Bourgeois' district) |      |    |      |    |       |    |       |    |      |    |       |    |
| Winstow, North                            | 104  | 46 | 104  | 46 | 77    | 94 |       |    |      |    | 182   | 40 |
| Windsor                                   | 61   | 84 | 61   | 84 | 195   | 16 | 246   | 00 | 40   | 00 | 543   | 00 |
| St. Camille                               | 54   | 09 | 54   | 09 |       |    | 150   | 40 | 124  | 75 | 315   | 15 |
| Total                                     | 5170 | 02 | 5154 | 08 | 11606 | 41 | 11429 | 36 | 3345 | 11 | 31536 | 06 |
| <b>R. PARMELLE.</b>                       |      |    |      |    |       |    |       |    |      |    |       |    |
| Shefford                                  | 419  | 61 | 419  | 64 | 540   | 30 | 929   | 40 |      |    | 1899  | 40 |
| Brome                                     | 354  | 52 | 354  | 52 | 61    | 48 | 911   | 80 |      |    | 1327  | 80 |
| Granby and diss.                          | 352  | 26 | 352  | 26 | 637   | 74 | 52    | 13 |      |    | 1043  | 13 |
| Stukely and diss.                         | 237  | 86 | 237  | 86 | 262   | 24 | 193   | 60 | 40   | 00 | 733   | 70 |
| Ste. Cécile de Milton and diss.           | 250  | 86 | 250  | 86 | 344   | 90 | 136   | 80 | 75   | 00 | 807   | 56 |
| Roxton                                    | 360  | 94 | 360  | 94 | 1522  | 78 | 77    | 00 |      |    | 1060  | 72 |
| Farham                                    | 217  | 64 | 217  | 64 | 2     | 20 | 207   | 80 | 319  | 00 | 776   | 61 |
| St. Romuald and diss.                     | 286  | 02 | 286  | 02 | 640   | 28 |       |    |      |    | 926   | 30 |
| St. Valerien                              | 107  | 40 | 107  | 40 | 147   | 23 | 38    | 40 |      |    | 293   | 03 |
| Dunham                                    | 441  | 24 | 441  | 24 | 638   | 76 |       |    |      |    | 1080  | 00 |
| Stanbridge and diss.                      | 684  | 74 | 684  | 74 | 344   | 68 | 525   | 88 | 122  | 15 | 2230  | 00 |
| Frelighsburg                              | 206  | 32 | 206  | 32 | 344   | 08 | 72    | 07 |      |    | 623   | 07 |
| Phillipsburg                              | 194  | 56 | 194  | 56 | 49    | 08 | 260   | 40 |      |    | 504   | 04 |
| Sutton                                    | 356  | 22 | 356  | 22 | 1015  | 89 | 20    | 20 |      |    | 1401  | 31 |
| Pottou                                    | 225  | 44 | 225  | 44 | 455   | 56 | 252   | 00 | 590  | 48 | 1492  | 48 |
| Clarenceville                             | 199  | 08 | 199  | 08 | 455   | 82 | 417   | 20 |      |    | 1072  | 20 |
| St. Thomas de Youville                    | 91   | 68 | 91   | 68 | 76    | 87 | 283   | 36 |      |    | 461   | 91 |
| Boffon and diss.                          | 285  | 54 | 285  | 54 | 1420  | 26 | 190   | 94 | 28   | 00 | 1924  | 74 |
| Stukely, South                            | 80   | 94 | 80   | 94 |       |    |       |    |      |    |       |    |
| Ely, North                                | 76   | 98 | 76   | 98 | 301   | 02 | 42    | 40 |      |    | 420   | 40 |
| do South                                  | 120  | 64 | 120  | 64 | 860   | 20 | 181   | 61 |      |    | 1318  | 48 |
| Total                                     | 5550 | 52 | 5469 | 58 | 10649 | 71 | 4821  | 99 | 1354 | 63 | 22295 | 91 |

TABLE A.—Of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF               | Amount of Annual Grant. |      | Assessment or voluntary contribution to equal amount of grant. |      | Assessment levied over and above amount of grant, also special asst. |      | Monthly Fees. |       | Assessment for erection or repairs of School Houses. |       | Total levied. |      |
|--------------------------------------|-------------------------|------|----------------------------------------------------------------|------|----------------------------------------------------------------------|------|---------------|-------|------------------------------------------------------|-------|---------------|------|
|                                      | \$                      | cts. | \$                                                             | cts. | \$                                                                   | cts. | \$            | cts.  | \$                                                   | cts.  | \$            | cts. |
| <b>J. N. A. ARCHAMBEAULT.</b>        |                         |      |                                                                |      |                                                                      |      |               |       |                                                      |       |               |      |
| St. Lambert.....                     | 59                      | 92   | 59                                                             | 92   | 340                                                                  | 08   | 52            | 80    | .....                                                | ..... | 452           | 80   |
| Chambly and diss.....                | 357                     | 92   | 357                                                            | 92   | 607                                                                  | 66   | 621           | 54    | .....                                                | ..... | 1587          | 12   |
| Longueuil, parish.....               | 118                     | 60   | 118                                                            | 60   | 146                                                                  | 40   | 110           | 40    | .....                                                | ..... | 375           | 00   |
| Longueuil, village.....              | 318                     | 36   | 318                                                            | 36   | 503                                                                  | 64   | 199           | 20    | .....                                                | ..... | 1021          | 20   |
| Boucherville.....                    | 304                     | 68   | 304                                                            | 68   | 201                                                                  | 17   | 283           | 20    | .....                                                | ..... | 780           | 05   |
| St. Bruno.....                       | 194                     | 34   | 194                                                            | 34   | 308                                                                  | 96   | 150           | 00    | .....                                                | ..... | 653           | 30   |
| Varenes, parish.....                 | 243                     | 28   | 243                                                            | 28   | 337                                                                  | 40   | 216           | 50    | .....                                                | ..... | 847           | 18   |
| Varenes, Village.....                | 158                     | 72   | 158                                                            | 72   | 423                                                                  | 17   | 290           | 00    | .....                                                | ..... | 871           | 89   |
| Verchères.....                       | 362                     | 90   | 362                                                            | 90   | 437                                                                  | 10   | 425           | 00    | .....                                                | ..... | 1225          | 50   |
| Contrecoeur.....                     | 212                     | 04   | 242                                                            | 64   | 254                                                                  | 46   | 152           | 00    | .....                                                | ..... | 648           | 00   |
| St. Antoine.....                     | 205                     | 86   | 205                                                            | 86   | 378                                                                  | 83   | 92            | 40    | .....                                                | ..... | 677           | 09   |
| St. Marc.....                        | 164                     | 20   | 154                                                            | 20   | 397                                                                  | 80   | 72            | 00    | .....                                                | ..... | 624           | 00   |
| Betchu.....                          | 221                     | 56   | 221                                                            | 56   | 218                                                                  | 69   | 340           | 00    | .....                                                | ..... | 780           | 25   |
| St. Julie.....                       | 162                     | 00   | 162                                                            | 00   | 115                                                                  | 33   | 75            | 00    | .....                                                | ..... | 352           | 33   |
| St. Roch.....                        | 255                     | 38   | 255                                                            | 38   | 573                                                                  | 45   | 143           | 00    | .....                                                | ..... | 972           | 43   |
| Sorel, Town and diss.....            | 540                     | 22   | 540                                                            | 22   | 106                                                                  | 30   | 58            | 80    | .....                                                | ..... | 346           | 80   |
| Sorel, parish.....                   | 401                     | 32   | 401                                                            | 32   | 130                                                                  | 91   | 710           | 24    | .....                                                | ..... | 2239          | 42   |
| St. Robert.....                      | 154                     | 76   | 154                                                            | 76   | 244                                                                  | 08   | 161           | 67    | .....                                                | ..... | 693           | 00   |
| St. Aimé.....                        | 380                     | 74   | 380                                                            | 74   | 686                                                                  | 82   | .....         | ..... | .....                                                | ..... | 309           | 74   |
| St. Marcel.....                      | 137                     | 14   | 137                                                            | 14   | 174                                                                  | 86   | 48            | 00    | .....                                                | ..... | 360           | 00   |
| St. Victoire.....                    | 172                     | 74   | 172                                                            | 74   | 103                                                                  | 51   | .....         | ..... | .....                                                | ..... | 275           | 25   |
| St. Hubert.....                      | 130                     | 80   | 130                                                            | 80   | 270                                                                  | 48   | 273           | 00    | .....                                                | ..... | 674           | 88   |
| Total.....                           | 5391                    | 10   | 5391                                                           | 10   | 7155                                                                 | 47   | 4175          | 55    | 882                                                  | 57    | 17934         | 00   |
| <b>MICHEL CARON.</b>                 |                         |      |                                                                |      |                                                                      |      |               |       |                                                      |       |               |      |
| St. John's, Dorchester and diss..... | 520                     | 94   | 520                                                            | 94   | 496                                                                  | 97   | 333           | 60    | 93                                                   | 85    | 1445          | 36   |
| Lucelle and diss.....                | 417                     | 04   | 417                                                            | 04   | 1047                                                                 | 53   | 1000          | 80    | .....                                                | ..... | 2465          | 37   |
| St. Valentin and diss.....           | 329                     | 54   | 329                                                            | 54   | 505                                                                  | 36   | 215           | 00    | .....                                                | ..... | 1049          | 90   |
| St. Luc.....                         | 123                     | 00   | 123                                                            | 00   | 337                                                                  | 59   | 90            | 00    | 78                                                   | 00    | 648           | 50   |
| Blairfindie and diss.....            | 274                     | 14   | 274                                                            | 14   | 386                                                                  | 46   | 220           | 90    | 70                                                   | 00    | 951           | 50   |

| INSPECTION DISTRICT OF               | Amount of Annual Grant. |      | Assessment or voluntary contribution to equal amount of grant. |      | Assessment levied over and above amount of grant, also special asst. |       | Monthly Fees. |      | Assessment for erection or repairs of School Houses. |       | Total levied. |      |
|--------------------------------------|-------------------------|------|----------------------------------------------------------------|------|----------------------------------------------------------------------|-------|---------------|------|------------------------------------------------------|-------|---------------|------|
|                                      | \$                      | cts. | \$                                                             | cts. | \$                                                                   | cts.  | \$            | cts. | \$                                                   | cts.  | \$            | cts. |
| <b>J. BRUCE.</b>                     |                         |      |                                                                |      |                                                                      |       |               |      |                                                      |       |               |      |
| Dundas and diss.....                 | 235                     | 14   | 209                                                            | 91   | .....                                                                | ..... | 121           | 20   | 38                                                   | 95    | 370           | 06   |
| St. Antec and diss.....              | 358                     | 36   | 358                                                            | 36   | 823                                                                  | 97    | 345           | 00   | 326                                                  | 48    | 1854          | 41   |
| Godmanchester and diss.....          | 263                     | 76   | 263                                                            | 76   | 815                                                                  | 03    | 287           | 99   | .....                                                | ..... | 1366          | 77   |
| Edgin.....                           | 114                     | 08   | 114                                                            | 08   | 312                                                                  | 13    | 147           | 12   | .....                                                | ..... | 573           | 33   |
| Huntingdon, village, and diss.....   | 110                     | 12   | 110                                                            | 12   | 563                                                                  | 46    | 170           | 92   | .....                                                | ..... | 844           | 50   |
| Hinobrooke and diss.....             | 274                     | 04   | 274                                                            | 04   | 501                                                                  | 48    | 523           | 44   | .....                                                | ..... | 1358          | 96   |
| Franklin.....                        | 138                     | 82   | 138                                                            | 82   | 434                                                                  | 65    | 312           | 80   | .....                                                | ..... | 880           | 27   |
| St. Malachie d'Orstown and diss..... | 369                     | 22   | 369                                                            | 22   | 1085                                                                 | 00    | 440           | 00   | .....                                                | ..... | 2794          | 22   |
| Henningford and diss.....            | 452                     | 76   | 452                                                            | 76   | 507                                                                  | 84    | 834           | 64   | .....                                                | ..... | 1795          | 24   |
| St. André and diss.....              | 303                     | 32   | 303                                                            | 32   | 488                                                                  | 29    | 957           | 76   | 90                                                   | 00    | 1819          | 37   |
| Lachute.....                         | 201                     | 68   | 201                                                            | 68   | 251                                                                  | 53    | 430           | 00   | .....                                                | ..... | 883           | 21   |
| Gore and Wentworth.....              | 128                     | 42   | 128                                                            | 42   | 193                                                                  | 58    | 8             | 80   | .....                                                | ..... | 330           | 80   |
| Chatham, No. 1, and diss.....        | 303                     | 88   | 303                                                            | 88   | 376                                                                  | 60    | 650           | 80   | 30                                                   | 00    | 1361          | 28   |
| do No. 2.....                        | 120                     | 50   | 120                                                            | 50   | 119                                                                  | 22    | 298           | 80   | .....                                                | ..... | 538           | 52   |
| Montreal, city, Protestants.....     | 690                     | 40   | 690                                                            | 40   | .....                                                                | ..... | 45493         | 00   | .....                                                | ..... | 40183         | 40   |
| Total.....                           | 4064                    | 50   | 4039                                                           | 27   | 7412                                                                 | 78    | 51022         | 86   | 485                                                  | 43    | 62060         | 34   |
| <b>C. H. LEROUX.</b>                 |                         |      |                                                                |      |                                                                      |       |               |      |                                                      |       |               |      |
| St. Marie de Monnoir and diss.....   | 506                     | 68   | 506                                                            | 68   | 636                                                                  | 01    | 70            | 20   | .....                                                | ..... | 1212          | 89   |
| St. Mathias.....                     | 208                     | 78   | 206                                                            | 78   | 400                                                                  | 12    | 96            | 00   | .....                                                | ..... | 702           | 90   |
| St. Hilaire.....                     | 179                     | 04   | 179                                                            | 04   | 522                                                                  | 75    | 138           | 40   | .....                                                | ..... | 810           | 79   |
| St. Jean Baptiste.....               | 238                     | 08   | 238                                                            | 08   | 127                                                                  | 10    | 98            | 40   | .....                                                | ..... | 463           | 58   |
| St. César and diss.....              | 534                     | 50   | 534                                                            | 50   | 840                                                                  | 50    | 375           | 45   | .....                                                | ..... | 1750          | 45   |
| St. Paul d'Abbotsford and diss.....  | 175                     | 24   | 175                                                            | 24   | 307                                                                  | 89    | 162           | 33   | 71                                                   | 00    | 716           | 46   |
| L'Ange Gardien.....                  | 219                     | 66   | 219                                                            | 66   | 328                                                                  | 29    | 245           | 00   | .....                                                | ..... | 793           | 55   |
| St. Ephrem de Soraba.....            | 108                     | 86   | 108                                                            | 86   | 97                                                                   | 60    | 76            | 80   | .....                                                | ..... | 283           | 26   |

TABLE A.—Of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF                 | Amount of Annual Grant. |      | Assessment or voluntary contribution to equal amount of grant. |      | Amount of assessment levied over and above amount of grant, also special asst. |      | Monthly Fees. |      | Assessment for erection or repairs of School Houses. |      | Total levied. |      |
|----------------------------------------|-------------------------|------|----------------------------------------------------------------|------|--------------------------------------------------------------------------------|------|---------------|------|------------------------------------------------------|------|---------------|------|
|                                        | \$                      | cts. | \$                                                             | cts. | \$                                                                             | cts. | \$            | cts. | \$                                                   | cts. | \$            | cts. |
| <b>C. H. LEROUX.</b>                   |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| St. Hélène                             | 102                     | 42   | 102                                                            | 42   | 97                                                                             | 58   | 49            | 90   |                                                      |      | 240           | 90   |
| St. Hugues                             | 290                     | 30   | 290                                                            | 30   | 322                                                                            | 97   | 286           | 20   |                                                      |      | 899           | 47   |
| St. Simon                              | 233                     | 10   | 233                                                            | 10   | 150                                                                            | 10   | 59            | 60   |                                                      |      | 442           | 80   |
| St. Rosalie                            | 205                     | 08   | 205                                                            | 08   | 216                                                                            | 23   | 118           | 75   |                                                      |      | 540           | 06   |
| St. Dominique                          | 270                     | 44   | 270                                                            | 44   | 117                                                                            | 56   | 120           | 00   |                                                      |      | 508           | 30   |
| St. Pie and diss.                      | 480                     | 90   | 480                                                            | 90   | 457                                                                            | 92   | 155           | 54   |                                                      |      | 1094          | 36   |
| St. Hyacinthe, town                    | 536                     | 30   | 536                                                            | 30   | 662                                                                            | 50   | 257           | 31   |                                                      |      | 1456          | 11   |
| do parish                              | 411                     | 06   | 411                                                            | 06   | 342                                                                            | 68   | 347           | 00   |                                                      |      | 1100          | 74   |
| St. Damaso                             | 279                     | 12   | 279                                                            | 12   | 347                                                                            | 05   | 181           | 60   | 68                                                   | 33   | 876           | 10   |
| La Présentation                        | 214                     | 90   | 214                                                            | 90   | 257                                                                            | 50   |               |      |                                                      |      | 472           | 40   |
| St. Barnabé                            | 148                     | 78   | 148                                                            | 78   | 236                                                                            | 62   |               |      |                                                      |      | 385           | 40   |
| St. Jude                               | 208                     | 58   | 208                                                            | 58   | 493                                                                            | 42   | 80            | 00   |                                                      |      | 782           | 00   |
| St. Denis                              | 302                     | 30   | 302                                                            | 30   | 566                                                                            | 37   | 175           | 50   |                                                      |      | 1031          | 17   |
| St. Charles                            | 131                     | 60   | 131                                                            | 60   | 132                                                                            | 40   | 257           | 40   |                                                      |      | 541           | 40   |
| St. Liboire                            | 108                     | 52   | 108                                                            | 52   | 102                                                                            | 43   | 48            | 00   |                                                      |      | 258           | 95   |
| Total                                  | 6112                    | 84   | 6112                                                           | 84   | 7753                                                                           | 89   | 3399          | 98   | 139                                                  | 33   | 17406         | 04   |
| <b>LOUIS GRONDIN.</b>                  |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| La Prairie                             | 424                     | 72   | 424                                                            | 72   | 411                                                                            | 98   | 598           | 50   |                                                      |      | 1435          | 20   |
| St. Philippe                           | 255                     | 00   | 205                                                            | 00   | 359                                                                            | 00   | 87            | 84   |                                                      |      | 711           | 84   |
| St. Jacques le Mineur                  | 263                     | 40   | 263                                                            | 40   | 143                                                                            | 30   | 60            | 48   |                                                      |      | 467           | 18   |
| St. Constant and diss.                 | 269                     | 96   | 269                                                            | 96   | 398                                                                            | 02   | 84            | 81   |                                                      |      | 682           | 79   |
| St. Isidore                            | 225                     | 18   | 225                                                            | 18   | 212                                                                            | 00   |               |      |                                                      |      | 437           | 18   |
| Chateaugay and diss.                   | 260                     | 02   | 260                                                            | 02   | 254                                                                            | 86   | 174           | 00   |                                                      |      | 689           | 68   |
| St. Philomène                          | 217                     | 50   | 217                                                            | 50   | 189                                                                            | 90   | 230           | 98   |                                                      |      | 638           | 38   |
| St. Martino and diss.                  | 348                     | 08   | 348                                                            | 08   | 315                                                                            | 45   | 363           | 67   |                                                      |      | 1027          | 20   |
| St. Urbain and diss.                   | 235                     | 36   | 235                                                            | 36   | 181                                                                            | 96   | 155           | 20   |                                                      |      | 572           | 52   |
| St. Jean Oryssostome, No. 1, and diss. | 359                     | 72   | 359                                                            | 72   | 295                                                                            | 64   | 115           | 68   |                                                      |      | 771           | 04   |
| do do                                  | 112                     | 60   | 112                                                            | 60   | 1195                                                                           | 26   | 430           | 80   |                                                      |      | 1738          | 66   |
| St. Antoine Abbé                       | 144                     | 36   | 144                                                            | 36   | 218                                                                            | 36   | 82            | 80   |                                                      |      | 445           | 52   |

| INSPECTION DISTRICT OF                                                   | Amount of Annual Grant. |      | Assessment or voluntary contribution to equal amount of grant. |      | Amount of assessment levied over and above amount of grant, also special asst. |      | Monthly Fees. |      | Assessment for erection or repairs of School Houses. |      | Total levied. |      |
|--------------------------------------------------------------------------|-------------------------|------|----------------------------------------------------------------|------|--------------------------------------------------------------------------------|------|---------------|------|------------------------------------------------------|------|---------------|------|
|                                                                          | \$                      | cts. | \$                                                             | cts. | \$                                                                             | cts. | \$            | cts. | \$                                                   | cts. | \$            | cts. |
| <b>St. Malachie d'Ormstown, diss. Catholics. (See Bruce's district.)</b> |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| St. Clément and diss.                                                    | 588                     | 32   | 588                                                            | 32   | 679                                                                            | 55   | 560           | 13   |                                                      |      | 1828          | 00   |
| St. Timothée                                                             | 334                     | 52   | 334                                                            | 52   | 465                                                                            | 48   | 247           | 00   |                                                      |      | 1047          | 00   |
| St. Louis de Gonzague and diss.                                          | 473                     | 00   | 473                                                            | 00   | 783                                                                            | 08   | 297           | 40   |                                                      |      | 1653          | 48   |
| St. Océle                                                                | 250                     | 98   | 250                                                            | 98   | 287                                                                            | 40   | 183           | 60   |                                                      |      | 721           | 98   |
| St. Stanislas de Kostka                                                  | 132                     | 84   | 112                                                            | 00   |                                                                                |      | 46            | 00   |                                                      |      | 158           | 00   |
| Total                                                                    | 1905                    | 56   | 4884                                                           | 72   | 6321                                                                           | 24   | 3719          | 69   |                                                      |      | 14925         | 05   |
| <b>F. X. VALADE.</b>                                                     |                         |      |                                                                |      |                                                                                |      |               |      |                                                      |      |               |      |
| Hochelaga and diss.                                                      | 89                      | 12   | 89                                                             | 12   | 341                                                                            | 50   | 94            | 75   |                                                      |      | 625           | 37   |
| Côte St. Louis and diss.                                                 | 197                     | 38   | 197                                                            | 38   | 192                                                                            | 62   | 180           | 80   |                                                      |      | 370           | 80   |
| Côte Visitation                                                          | 51                      | 74   | 51                                                             | 74   | 136                                                                            | 29   |               |      |                                                      |      | 188           | 00   |
| Côte des Neiges and diss.                                                | 223                     | 48   | 223                                                            | 48   | 1033                                                                           | 07   | 20            | 00   |                                                      |      | 1276          | 55   |
| Côteau St. Pierre                                                        | 137                     | 82   | 137                                                            | 82   | 952                                                                            | 18   | 60            | 00   |                                                      |      | 1150          | 00   |
| St. Henri and diss.                                                      | 219                     | 64   | 219                                                            | 64   | 1205                                                                           | 36   | 00            | 00   |                                                      |      | 1485          | 00   |
| Longue-Pointe and diss.                                                  | 119                     | 26   | 119                                                            | 26   | 60                                                                             | 72   | 113           | 20   |                                                      |      | 293           | 20   |
| Pointe-aux-Trembles and diss.                                            | 153                     | 08   | 153                                                            | 08   | 265                                                                            | 04   | 186           | 00   |                                                      |      | 605           | 00   |
| Rivière-des-Pratrics                                                     | 119                     | 38   | 119                                                            | 38   | 103                                                                            | 02   | 146           | 20   |                                                      |      | 368           | 66   |
| Sault-aux-Récitols                                                       | 178                     | 30   | 178                                                            | 30   | 40                                                                             | 90   | 52            | 56   |                                                      |      | 271           | 76   |
| Haut du Sault                                                            | 25                      | 32   | 25                                                             | 32   | 74                                                                             | 68   | 13            | 00   |                                                      |      | 113           | 00   |
| Montreal, city, Cath.                                                    | 1862                    | 38   | 1862                                                           | 38   |                                                                                |      | 78730         | 00   |                                                      |      | 80612         | 38   |
| St. Laurent and diss.                                                    | 328                     | 52   | 328                                                            | 52   | 688                                                                            | 75   | 248           | 80   | 120                                                  | 00   | 1386          | 07   |
| Lachine and diss.                                                        | 268                     | 04   | 268                                                            | 04   | 509                                                                            | 96   | 337           | 50   |                                                      |      | 1135          | 50   |
| Pointe Claire                                                            | 201                     | 80   | 201                                                            | 80   | 210                                                                            | 20   | 171           | 75   |                                                      |      | 583           | 75   |
| St. Anne                                                                 | 114                     | 98   | 114                                                            | 98   | 12                                                                             | 52   | 181           | 33   | 74                                                   | 84   | 383           | 67   |
| St. Geneviève, No. 1                                                     | 113                     | 16   | 113                                                            | 16   | 186                                                                            | 84   | 64            | 00   |                                                      |      | 364           | 00   |
| do No. 2                                                                 | 42                      | 28   | 42                                                             | 28   |                                                                                |      | 8             | 80   |                                                      |      | 50            | 97   |
| do No. 3                                                                 | 83                      | 76   | 83                                                             | 76   | 71                                                                             | 24   | 32            | 80   |                                                      |      | 157           | 80   |
| Vaudreuil and diss.                                                      | 427                     | 66   | 427                                                            | 66   | 536                                                                            | 34   | 525           | 50   | 210                                                  | 00   | 1699          | 50   |
| Ile Perrot                                                               | 106                     | 26   | 106                                                            | 26   | 126                                                                            | 87   |               |      |                                                      |      | 233           | 13   |
| Rizaud, parish and diss.                                                 | 309                     | 98   | 309                                                            | 98   | 90                                                                             | 66   | 189           | 80   |                                                      |      | 589           | 94   |
| do village                                                               | 127                     | 64   | 127                                                            | 64   | 309                                                                            | 53   | 848           | 00   |                                                      |      | 1285          | 17   |
| St. Marthe and diss.                                                     | 300                     | 60   | 300                                                            | 60   | 489                                                                            | 73   | 167           | 80   | 40                                                   | 30   | 998           | 43   |
| St. Olet                                                                 | 126                     | 72   | 126                                                            | 72   | 123                                                                            | 86   | 172           | 80   |                                                      |      | 423           | 38   |
| Newton                                                                   | 116                     | 34   | 116                                                            | 34   | 239                                                                            | 88   | 51            | 72   |                                                      |      | 407           | 94   |
| St. Polycarpe and diss.                                                  | 519                     | 00   | 519                                                            | 00   | 541                                                                            | 15   | 361           | 63   |                                                      |      | 1421          | 78   |
| St. Zolique and diss.                                                    | 237                     | 30   | 237                                                            | 30   | 454                                                                            | 04   | 342           | 90   |                                                      |      | 1004          | 24   |
| St. Ignace, Côteau du Lac                                                | 239                     | 22   | 239                                                            | 22   | 384                                                                            | 42   | 296           | 50   |                                                      |      | 920           | 44   |
| Soulanges                                                                | 259                     | 34   | 259                                                            | 34   | 262                                                                            | 17   | 241           | 18   |                                                      |      | 762           | 64   |
| Sault-au-Récollet, Côte St. Michel                                       | 90                      | 44   | 90                                                             | 44   | 179                                                                            | 79   | 95            | 20   |                                                      |      | 365           | 43   |
| St. Jean Baptiste Village                                                | 256                     | 50   | 256                                                            | 50   | 226                                                                            | 75   | 369           | 00   |                                                      |      | 843           | 25   |
| Total                                                                    | 7627                    | 34   | 7627                                                           | 23   | 10050                                                                          | 11   | 84584         | 27   | 445                                                  | 14   | 102606        | 75   |

TABLE A.—Of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF               | Amount of Annual Grant. |      | Assessment or voluntary contribution to equal amount of grant. |      | Amount of assessment levied over and above amount of grant, also special asst. |      | Monthly Fees. |       | Assessment for erection or repairs of School Houses. |       | Total levied. |       |
|--------------------------------------|-------------------------|------|----------------------------------------------------------------|------|--------------------------------------------------------------------------------|------|---------------|-------|------------------------------------------------------|-------|---------------|-------|
|                                      | \$                      | cts. | \$                                                             | cts. | \$                                                                             | cts. | \$            | cts.  | \$                                                   | cts.  | \$            | cts.  |
| A. D. DORVAL.                        |                         |      |                                                                |      |                                                                                |      |               |       |                                                      |       |               |       |
| L'Assomption, village.....           | 168                     | 40   | 166                                                            | 40   | 420                                                                            | 27   | 58            | 80    | .....                                                | ..... | 626           | 47    |
| do do parish.....                    | 229                     | 60   | 229                                                            | 60   | 279                                                                            | 73   | 83            | 17    | .....                                                | ..... | 592           | 50    |
| St. Sulpice.....                     | 114                     | 76   | 114                                                            | 76   | 50                                                                             | 24   | 53            | 33    | 53                                                   | 33    | 271           | 66    |
| Repentigny.....                      | 87                      | 38   | 87                                                             | 38   | 57                                                                             | 74   | 27            | 50    | .....                                                | ..... | 172           | 62    |
| St. Paul l'Érmité.....               | 113                     | 74   | 113                                                            | 74   | 298                                                                            | 26   | 57            | 33    | .....                                                | ..... | 469           | 33    |
| Lachonite.....                       | 100                     | 82   | 100                                                            | 82   | 78                                                                             | 12   | 80            | 66    | .....                                                | ..... | 265           | 33    |
| St. Henri de Mascouche and diss..... | 321                     | 40   | 321                                                            | 40   | 437                                                                            | 60   | 104           | 00    | .....                                                | ..... | 803           | 00    |
| St. Lin and diss.....                | 339                     | 16   | 339                                                            | 16   | 155                                                                            | 84   | 86            | 00    | .....                                                | ..... | 589           | 00    |
| St. Roch.....                        | 314                     | 72   | 314                                                            | 72   | 365                                                                            | 28   | 117           | 90    | .....                                                | ..... | 980           | 90    |
| L'Épiphanie.....                     | 168                     | 00   | 168                                                            | 00   | 88                                                                             | 00   | 134           | 00    | .....                                                | ..... | 390           | 00    |
| St. Bartilmeu.....                   | 274                     | 60   | 274                                                            | 60   | 844                                                                            | 80   | 295           | 00    | .....                                                | ..... | 914           | 40    |
| Berthier, village and diss.....      | 178                     | 74   | 178                                                            | 74   | 206                                                                            | 83   | 83            | 42    | .....                                                | ..... | 468           | 90    |
| do do parish.....                    | 283                     | 51   | 283                                                            | 51   | 318                                                                            | 46   | 33            | 94    | .....                                                | ..... | 635           | 94    |
| St. Outhbert.....                    | 351                     | 58   | 351                                                            | 58   | 500                                                                            | 04   | .....         | ..... | .....                                                | ..... | 891           | 62    |
| St. Gabriel and diss.....            | 357                     | 92   | 357                                                            | 92   | 607                                                                            | 01   | 177           | 60    | .....                                                | ..... | 1142          | 53    |
| Ile du Pads.....                     | 67                      | 36   | 67                                                             | 36   | 60                                                                             | 64   | .....         | ..... | .....                                                | ..... | 128           | 00    |
| Lanoraie.....                        | 292                     | 54   | 292                                                            | 54   | 327                                                                            | 46   | 33            | 60    | .....                                                | ..... | 593           | 60    |
| L'auverrie.....                      | 147                     | 76   | 147                                                            | 76   | 175                                                                            | 94   | 65            | 20    | .....                                                | ..... | 378           | 90    |
| St. Norbert.....                     | 169                     | 58   | 169                                                            | 58   | 8                                                                              | 67   | 80            | 00    | .....                                                | ..... | 258           | 25    |
| St. Ignace Island.....               | 63                      | 08   | 63                                                             | 08   | 40                                                                             | 92   | .....         | ..... | .....                                                | ..... | 104           | 00    |
| St. Alphonse.....                    | 215                     | 58   | 215                                                            | 58   | 90                                                                             | 16   | .....         | ..... | .....                                                | ..... | 305           | 74    |
| St. Ambrose and diss.....            | 247                     | 46   | 247                                                            | 46   | 487                                                                            | 51   | 139           | 80    | .....                                                | ..... | 874           | 77    |
| St. Félix.....                       | 305                     | 00   | 305                                                            | 00   | 189                                                                            | 17   | 195           | 72    | .....                                                | ..... | 658           | 90    |
| St. Jean de Matha.....               | 162                     | 16   | 162                                                            | 16   | 39                                                                             | 84   | 57            | 60    | .....                                                | ..... | 249           | 00    |
| St. Mélanie.....                     | 340                     | 16   | 340                                                            | 16   | 195                                                                            | 79   | 120           | 80    | .....                                                | ..... | 531           | 56    |
| St. Paul.....                        | 234                     | 30   | 234                                                            | 30   | 254                                                                            | 16   | .....         | ..... | .....                                                | ..... | 613           | 64    |
| St. Thomas.....                      | 226                     | 44   | 226                                                            | 44   | 379                                                                            | 28   | .....         | ..... | .....                                                | ..... | 422           | 23    |
| St. Elizabeth.....                   | 340                     | 16   | 340                                                            | 16   | 418                                                                            | 92   | 154           | 00    | .....                                                | ..... | 888           | 61    |
| St. Charles Boromé.....              | 160                     | 00   | 160                                                            | 00   | 238                                                                            | 55   | .....         | ..... | .....                                                | ..... | 784           | 40    |
| L'industrie, village.....            | 300                     | 10   | 300                                                            | 10   | 290                                                                            | 90   | 164           | 40    | .....                                                | ..... | 238           | 65    |
| St. Isidore.....                     | 101                     | 18   | 101                                                            | 18   | 98                                                                             | 97   | 38            | 40    | .....                                                | ..... | 189           | 60    |
| St. Isidore.....                     | 101                     | 18   | 101                                                            | 18   | 98                                                                             | 97   | 45            | 00    | .....                                                | ..... | 247           | 25    |
| Chertsey.....                        | 163                     | 90   | 163                                                            | 90   | 103                                                                            | 90   | .....         | ..... | .....                                                | ..... | 247           | 25    |
| Kilkenny.....                        | 171                     | 84   | 171                                                            | 84   | 75                                                                             | 41   | .....         | ..... | .....                                                | ..... | 644           | 30    |
| Rawdon.....                          | 223                     | 72   | 223                                                            | 72   | 420                                                                            | 58   | .....         | ..... | .....                                                | ..... | .....         | ..... |
| Total.....                           |                         |      |                                                                |      |                                                                                |      |               |       |                                                      |       |               |       |
|                                      | 8102                    | 40   | 7977                                                           | 26   | 9041                                                                           | 63   | 2747          | 76    | 244                                                  | 33    | 20010         | 98    |

|                             |      |    |      |    |       |       |       |       |       |       |       |    |
|-----------------------------|------|----|------|----|-------|-------|-------|-------|-------|-------|-------|----|
| St. Esprit.....             | 205  | 76 | 205  | 76 | 407   | 24    | 53    | 60    | ..... | ..... | 666   | 60 |
| St. Julien.....             | 168  | 16 | 168  | 16 | ..... | ..... | 85    | 00    | ..... | ..... | 118   | 00 |
| St. Alexis.....             | 109  | 58 | 109  | 58 | 103   | 42    | 37    | 98    | ..... | ..... | 310   | 98 |
| St. Léon.....               | 172  | 18 | 172  | 18 | 245   | 82    | ..... | ..... | ..... | ..... | 418   | 00 |
| St. Jacques.....            | 379  | 50 | 379  | 50 | 234   | 96    | 113   | 40    | ..... | ..... | 727   | 86 |
| Total.....                  |      |    |      |    |       |       |       |       |       |       |       |    |
|                             | 8102 | 40 | 7977 | 26 | 9041  | 63    | 2747  | 76    | 244   | 33    | 20010 | 98 |
| C. GERMAIN.                 |      |    |      |    |       |       |       |       |       |       |       |    |
| St. Vincent-de-Paul.....    | 286  | 92 | 266  | 92 | 210   | 42    | 432   | 87    | ..... | ..... | 330   | 21 |
| St. François-de-Sales.....  | 116  | 10 | 116  | 10 | 305   | 00    | 56    | 40    | ..... | ..... | 477   | 50 |
| St. Rose, parish.....       | 214  | 72 | 214  | 72 | 295   | 34    | 185   | 00    | ..... | ..... | 695   | 66 |
| do do village.....          | 107  | 36 | 107  | 36 | 260   | 64    | 168   | 00    | ..... | ..... | 536   | 00 |
| St. Martin, village.....    | 94   | 40 | 94   | 40 | 200   | 60    | 53    | 60    | ..... | ..... | 357   | 60 |
| do do St. Elzéar.....       | 44   | 56 | 44   | 56 | 131   | 44    | 34    | 00    | ..... | ..... | 210   | 00 |
| do do St. Antoine.....      | 38   | 68 | 38   | 68 | 33    | 34    | 10    | 00    | ..... | ..... | 82    | 00 |
| do Lower.....               | 30   | 90 | 30   | 90 | 60    | 04    | ..... | ..... | ..... | ..... | 103   | 00 |
| do Upper.....               | 51   | 40 | 51   | 40 | 61    | 60    | ..... | ..... | ..... | ..... | 113   | 00 |
| do do du bord de l'eau..... | 41   | 96 | 41   | 96 | 21    | 21    | ..... | ..... | ..... | ..... | 83    | 17 |
| do Lower do do.....         | 61   | 66 | 61   | 66 | 51    | 84    | 24    | 00    | ..... | ..... | 127   | 80 |
| St. Thérèse, village.....   | 103  | 12 | 103  | 12 | 48    | 88    | 56    | 00    | ..... | ..... | 208   | 00 |
| do do parish.....           | 163  | 46 | 163  | 46 | 246   | 54    | 178   | 80    | ..... | ..... | 588   | 80 |
| Terrebonne and diss.....    | 158  | 28 | 158  | 28 | 45    | 72    | 49    | 60    | ..... | ..... | 253   | 60 |
| St. Anne-des-Plaines.....   | 356  | 56 | 356  | 56 | 291   | 99    | 300   | 00    | ..... | ..... | 948   | 55 |
| Lacorne.....                | 225  | 40 | 225  | 40 | 48    | 52    | 195   | 87    | ..... | ..... | 2006  | 38 |
| St. Jérôme and diss.....    | 422  | 92 | 422  | 92 | 160   | 62    | 233   | 75    | ..... | ..... | 584   | 75 |
| do do No. 4.....            | 27   | 58 | 27   | 58 | 22    | 42    | ..... | ..... | ..... | ..... | 794   | 00 |
| St. Sauveur.....            | 205  | 86 | 205  | 86 | 59    | 51    | ..... | ..... | ..... | ..... | 265   | 37 |
| St. Adèle.....              | 188  | 46 | 188  | 46 | 15    | 81    | ..... | ..... | ..... | ..... | 204   | 27 |
| St. Janvier, village.....   | 54   | 48 | 54   | 48 | 83    | 28    | 25    | 20    | ..... | ..... | 102   | 96 |
| do do parish.....           | 93   | 84 | 93   | 84 | 80    | 10    | 51    | 60    | ..... | ..... | 225   | 60 |
| do Lower.....               | 29   | 06 | 29   | 06 | 9     | 38    | ..... | ..... | ..... | ..... | 38    | 44 |
| St. Basile and diss.....    | 371  | 62 | 371  | 62 | 626   | 78    | 327   | 60    | ..... | ..... | 1220  | 00 |
| St. Augustin.....           | 251  | 88 | 251  | 88 | 254   | 23    | 136   | 76    | ..... | ..... | 612   | 87 |
| St. Joseph.....             | 152  | 14 | 152  | 14 | 80    | 80    | 234   | 40    | ..... | ..... | 407   | 84 |
| St. Donat.....              | 224  | 74 | 224  | 74 | 218   | 10    | 270   | 83    | ..... | ..... | 713   | 07 |
| St. Hermas.....             | 178  | 96 | 178  | 96 | 141   | 04    | 66    | 80    | ..... | ..... | 386   | 80 |
| St. Placido.....            | 167  | 20 | 167  | 20 | 260   | 50    | 24    | 00    | ..... | ..... | 447   | 70 |
| St. Scholastique.....       | 357  | 24 | 357  | 24 | 554   | 76    | 284   | 00    | ..... | ..... | 1166  | 00 |
| Côte Ste. Marie.....        | 29   | 06 | 29   | 06 | 24    | 63    | ..... | ..... | ..... | ..... | 53    | 99 |
| Côte St. Joseph.....        | 61   | 60 | 61   | 60 | 134   | 86    | 65    | 60    | ..... | ..... | 262   | 60 |
| St. Colomban.....           | 101  | 30 | 101  | 30 | 218   | 70    | 6     | 40    | ..... | ..... | 326   | 40 |
| St. Omer.....               | 93   | 28 | 93   | 28 | 265   | 20    | 34    | 40    | ..... | ..... | 382   | 88 |
| St. Raphaël, south.....     | 77   | 10 | 77   | 10 | 23    | 40    | 72    | 00    | ..... | ..... | 172   | 50 |

TABLE A.—Of amounts levied for Public Instruction in Lower Canada for the year 1862.—(Continued.)

| INSPECTION DISTRICT OF               | Amount of Annual Grant. |       | Assessment or voluntary contribution to equal amount of grant. |       | Amount of assessment levied over and above amount of grant, also special asst. |       | Monthly Fees. |       | Assessment for erection or repairs of School Houses. |       | Total levied. |       |
|--------------------------------------|-------------------------|-------|----------------------------------------------------------------|-------|--------------------------------------------------------------------------------|-------|---------------|-------|------------------------------------------------------|-------|---------------|-------|
|                                      | \$                      | cts.  | \$                                                             | cts.  | \$                                                                             | cts.  | \$            | cts.  | \$                                                   | cts.  | \$            | cts.  |
| <b>C. GERMAIN.</b>                   |                         |       |                                                                |       |                                                                                |       |               |       |                                                      |       |               |       |
| St. Raphaël, North .....             | 38                      | 56    | 38                                                             | 56    | 33                                                                             | 44    | 24            | 80    | .....                                                | ..... | 96            | 80    |
| Ste. Angélique, No. 1.....           | 63                      | 54    | 63                                                             | 54    | 86                                                                             | 51    | .....         | ..... | 100                                                  | 00    | 250           | 05    |
| Ste. Angélique, No. 2.....           | 55                      | 86    | 55                                                             | 86    | 84                                                                             | 04    | .....         | ..... | .....                                                | ..... | 140           | 00    |
| Ste. Angélique, No. 3.....           | 51                      | 32    | 51                                                             | 32    | 26                                                                             | 68    | 17            | 00    | .....                                                | ..... | 93            | 00    |
| Abercrombie.....                     | 5589                    | 50    | 5589                                                           | 50    | 6069                                                                           | 45    | 3519          | 87    | 1706                                                 | 57    | 16876         | 40    |
| Morin.....                           | .....                   | ..... | .....                                                          | ..... | .....                                                                          | ..... | .....         | ..... | .....                                                | ..... | .....         | ..... |
| <b>Messrs. HAMILTON AND ROULEAU.</b> |                         |       |                                                                |       |                                                                                |       |               |       |                                                      |       |               |       |
| Notre-Dame-de-Bonsecours.....        | 103                     | 78    | 103                                                            | 78    | 201                                                                            | 11    | 48            | 00    | .....                                                | ..... | 352           | 89    |
| Ste. Angélique and diss.....         | 183                     | 02    | 183                                                            | 02    | 279                                                                            | 85    | 201           | 26    | .....                                                | ..... | 664           | 13    |
| St. André Avelin .....               | 173                     | 20    | 173                                                            | 20    | 234                                                                            | 62    | 270           | 00    | .....                                                | ..... | 677           | 82    |
| Loonbor .....                        | 237                     | 30    | 237                                                            | 30    | 439                                                                            | 87    | 225           | 00    | .....                                                | ..... | 902           | 17    |
| Buckingham and diss.....             | 407                     | 32    | 407                                                            | 32    | 272                                                                            | 68    | 419           | 00    | .....                                                | ..... | 1220          | 00    |
| Templeton.....                       | 204                     | 96    | 204                                                            | 96    | 859                                                                            | 00    | 263           | 20    | .....                                                | ..... | 1327          | 16    |
| Hull.....                            | 419                     | 52    | 419                                                            | 52    | 472                                                                            | 18    | 148           | 65    | .....                                                | ..... | 1040          | 35    |
| Aylmer and diss.....                 | 179                     | 30    | 179                                                            | 30    | 105                                                                            | 70    | 216           | 80    | .....                                                | ..... | 501           | 80    |
| Wakefield.....                       | 104                     | 80    | 104                                                            | 80    | 205                                                                            | 20    | 98            | 56    | .....                                                | ..... | 408           | 56    |
| Macham .....                         | 199                     | 42    | 199                                                            | 42    | 88                                                                             | 58    | 30            | 60    | 39                                                   | 00    | 355           | 60    |
| Low.....                             | 82                      | 82    | 82                                                             | 82    | 162                                                                            | 08    | 32            | 80    | 95                                                   | 00    | 382           | 80    |
| Onslow .....                         | 185                     | 86    | 185                                                            | 86    | 189                                                                            | 04    | 140           | 80    | .....                                                | ..... | 515           | 80    |
| Bristol.....                         | 228                     | 48    | 228                                                            | 48    | 455                                                                            | 05    | 273           | 60    | .....                                                | ..... | 957           | 13    |
| Clarendon.....                       | 263                     | 40    | 263                                                            | 40    | 20                                                                             | 60    | 124           | 40    | .....                                                | ..... | 408           | 40    |
| Litchfield .....                     | 118                     | 02    | 118                                                            | 02    | 145                                                                            | 98    | 172           | 00    | .....                                                | ..... | 436           | 00    |
| Calumet and diss.....                | 118                     | 70    | 118                                                            | 70    | 250                                                                            | 10    | 255           | 80    | .....                                                | ..... | 624           | 60    |
| Mansfield .....                      | 56                      | 90    | 56                                                             | 90    | 317                                                                            | 10    | 218           | 40    | .....                                                | ..... | 592           | 40    |
| Sheen .....                          | 43                      | 93    | 43                                                             | 93    | 290                                                                            | 60    | 79            | 20    | .....                                                | ..... | 413           | 78    |
| Chichester .....                     | 60                      | 94    | 60                                                             | 94    | 293                                                                            | 44    | 84            | 00    | .....                                                | ..... | 538           | 33    |
| Alumettes .....                      | 171                     | 62    | 171                                                            | 62    | 449                                                                            | 59    | 197           | 06    | 144                                                  | 00    | 962           | 27    |
| Maniwaki.....                        | 79                      | 58    | 79                                                             | 58    | .....                                                                          | ..... | .....         | ..... | .....                                                | ..... | .....         | ..... |
| <b>Waterloo.</b>                     |                         |       |                                                                |       |                                                                                |       |               |       |                                                      |       |               |       |
| Bardley .....                        | 94                      | 18    | 94                                                             | 18    | 28                                                                             | 55    | 61            | 09    | .....                                                | ..... | 183           | 82    |
| Waltham.....                         | 113                     | 62    | 113                                                            | 62    | 155                                                                            | 66    | 214           | 00    | .....                                                | ..... | 483           | 28    |
| .....                                | 45                      | 22    | 45                                                             | 22    | 431                                                                            | 78    | .....         | ..... | .....                                                | ..... | 480           | 00    |
| Total.....                           | 3886                    | 14    | 3806                                                           | 56    | 6449                                                                           | 36    | 3804          | 22    | .....                                                | ..... | 14333         | 14    |

| <b>RECAPITULATION.</b>                   |       |       |        |      |        |       |        |      |       |      |        |       |
|------------------------------------------|-------|-------|--------|------|--------|-------|--------|------|-------|------|--------|-------|
|                                          | cts.  |       | cts.   |      | cts.   |       | cts.   |      | cts.  |      | cts.   |       |
|                                          | \$    | cts.  | \$     | cts. | \$     | cts.  | \$     | cts. | \$    | cts. | \$     | cts.  |
| F. Painchaud.....                        | 299   | 70    | 299    | 70   | 760    | 30    | 64     | 10   | 1144  | 10   | .....  | ..... |
| Joseph Meagher .....                     | 1530  | 04    | 1473   | 41   | 1084   | 97    | 1773   | 83   | 4495  | 21   | .....  | ..... |
| G. Tanguay .....                         | 6459  | 00    | 6399   | 32   | 6337   | 59    | 2533   | 46   | 163   | 00   | .....  | ..... |
| J. Crepault.....                         | 4719  | 72    | 4665   | 10   | 3877   | 33    | 3526   | 96   | 178   | 50   | 15448  | 87    |
| F. E. Juncan .....                       | 3893  | 64    | 3600   | 56   | 2043   | 03    | 4107   | 56   | 541   | 11   | 12410  | 50    |
| P. F. Béland .....                       | 4064  | 82    | 3771   | 31   | 3187   | 41    | 2002   | 48   | 500   | 00   | 11160  | 15    |
| J. Hume .....                            | 2930  | 06    | 2666   | 81   | 3187   | 72    | 2090   | 80   | 801   | 32   | 9762   | 53    |
| V. Martin.....                           | 1104  | 68    | 1103   | 81   | 1717   | 41    | 784    | 00   | 276   | 00   | 8230   | 33    |
| S. Boivin.....                           | 1858  | 30    | 1778   | 48   | 2077   | 86    | 1105   | 30   | 385   | 00   | 3990   | 22    |
| Rev. R. G. Pées.....                     | 728   | 16    | 728    | 16   | .....  | ..... | 19595  | 00   | 850   | 45   | 5812   | 09    |
| P. M. Barty .....                        | 9942  | 80    | 9935   | 57   | 5142   | 31    | 60885  | 82   | 680   | 35   | 20323  | 16    |
| P. Hubert.....                           | 5714  | 52    | 5665   | 50   | 4894   | 12    | 2088   | 26   | 575   | 00   | 76604  | 05    |
| G. A. Bourgeois.....                     | 2438  | 23    | 2366   | 70   | 3480   | 58    | 1807   | 00   | 555   | 50   | 14126  | 88    |
| B. Maurault.....                         | 4286  | 58    | 4010   | 74   | 3222   | 14    | 1529   | 20   | 369   | 15   | 8159   | 78    |
| A. D. Dorval.....                        | 8102  | 42    | 7977   | 26   | 9041   | 63    | 2747   | 76   | 244   | 33   | 9131   | 23    |
| C. H. Leroux.....                        | 6112  | 84    | 7753   | 89   | 7753   | 89    | 3309   | 98   | 20010 | 98   | 20010  | 98    |
| L. Grondin.....                          | 4905  | 56    | 4884   | 72   | 6321   | 24    | 3719   | 08   | 139   | 33   | 17406  | 04    |
| F. X. Valde .....                        | 7627  | 34    | 7627   | 23   | 10050  | 11    | 8384   | 27   | 445   | 14   | 14925  | 65    |
| M. Caron.....                            | 5214  | 92    | 5214   | 92   | 8091   | 34    | 3487   | 82   | 485   | 43   | 102506 | 75    |
| John Bruce.....                          | 4064  | 50    | 4039   | 27   | 7412   | 78    | 51022  | 86   | 485   | 43   | 17746  | 44    |
| J. N. A. Archambault.....                | 5391  | 10    | 5391   | 10   | 7185   | 47    | 4475   | 55   | 882   | 57   | 62060  | 34    |
| R. Parmelee.....                         | 5550  | 52    | 5469   | 58   | 10649  | 71    | 4821   | 99   | 1354  | 63   | 17894  | 89    |
| C. Germain .....                         | 5580  | 50    | 5350   | 50   | 6969   | 45    | 3519   | 88   | 1706  | 57   | 22295  | 91    |
| H. Hubbard.....                          | 5170  | 02    | 5155   | 08   | 11606  | 51    | 11429  | 36   | 3345  | 11   | 16876  | 06    |
| Messrs. Hamilton and C. E. Rouleau ..... | 3886  | 14    | 3806   | 56   | 6449   | 36    | 3804   | 22   | 278   | 00   | 31566  | 06    |
| T. Tremblay.....                         | 1312  | 04    | 1180   | 52   | 1718   | 88    | 313    | 07   | 90    | 00   | 14338  | 14    |
| Total.....                               | ..... | ..... | 110966 | 75   | 134033 | 15    | 281930 | 23   | 15798 | 84   | 542728 | 97    |

**TABLE B.**

GRAND STATISTICAL TABLE, prepared from the Reports of School Inspectors, Commissioners, and Trustees, and from those of Superior Educational Institutions, subsidized for the year 1862.

| INSPECTION DISTRICT OF |                           | No. of municipalities. | No. of divisions. | No. of school houses. | No. of schools in operation under control. | Number of elementary schools. | Number of pupils. | No. of primary superior schools for boys. | Number of pupils. | Number of dissentient schools. | Number of pupils. | No. of primary superior schools for girls. | Number of pupils. |
|------------------------|---------------------------|------------------------|-------------------|-----------------------|--------------------------------------------|-------------------------------|-------------------|-------------------------------------------|-------------------|--------------------------------|-------------------|--------------------------------------------|-------------------|
| 1                      | J. B. F. Painchaud.....   | 2                      | 8                 | 6                     | 6                                          | 6                             | 222               | 1                                         | 222               | 3                              | 175               | 3                                          | 175               |
| 2                      | J. Mosher.....            | 12                     | 50                | 43                    | 40                                         | 39                            | 1778              | 13                                        | 1749              | 4                              | 146               | 4                                          | 148               |
| 3                      | Rev. K. G. Pless.....     | 4                      | 6                 | 8                     | 18                                         | 20                            | 1149              | 13                                        | 1125              | 1                              | 20                | 0                                          | 0                 |
| 4                      | Thos. Tremblay.....       | 19                     | 41                | 25                    | 29                                         | 28                            | 1125              | 12                                        | 6663              | 7                              | 760               | 3                                          | 170               |
| 5                      | G. Languy.....            | 36                     | 180               | 86                    | 178                                        | 164                           | 5764              | 5                                         | 150               | 0                              | 221               | 0                                          | 221               |
| 6                      | J. Grépaud.....           | 22                     | 115               | 57                    | 134                                        | 124                           | 3596              | 3                                         | 134               | 7                              | 232               | 6                                          | 221               |
| 7                      | J. Hume.....              | 19                     | 110               | 81                    | 83                                         | 97                            | 3596              | 3                                         | 612               | 3                              | 156               | 1                                          | 32                |
| 8                      | F. E. Juneau.....         | 16                     | 130               | 55                    | 95                                         | 106                           | 6508              | 6                                         | 7300              | 4                              | 385               | 0                                          | 0                 |
| 9                      | F. X. Béland.....         | 11                     | 132               | 65                    | 110                                        | 117                           | 7300              | 4                                         | 292               | 0                              | 0                 | 0                                          | 0                 |
| 10                     | V. Martin.....            | 19                     | 35                | 19                    | 30                                         | 27                            | 1024              | 3                                         | 2403              | 0                              | 0                 | 0                                          | 0                 |
| 11                     | S. Boivin.....            | 16                     | 47                | 49                    | 43                                         | 202                           | 11209             | 18                                        | 1250              | 3                              | 74                | 5                                          | 150               |
| 12                     | P. M. Hardy.....          | 37                     | 136               | 111                   | 126                                        | 112                           | 5209              | 10                                        | 1053              | 2                              | 69                | 3                                          | 243               |
| 13                     | P. Hubert.....            | 29                     | 128               | 91                    | 119                                        | 112                           | 5077              | 2                                         | 155               | 0                              | 207               | 0                                          | 97                |
| 14                     | B. Maurault.....          | 16                     | 108               | 84                    | 108                                        | 80                            | 3050              | 1                                         | 185               | 6                              | 185               | 2                                          | 41                |
| 15                     | G. A. Bourgeois.....      | 24                     | 86                | 60                    | 78                                         | 84                            | 8916              | 4                                         | 204               | 0                              | 204               | 0                                          | 0                 |
| 16                     | H. Hubbard.....           | 33                     | 304               | 270                   | 271                                        | 288                           | 7572              | 4                                         | 184               | 33                             | 1111              | 2                                          | 60                |
| 17                     | R. Parmelee.....          | 21                     | 286               | 262                   | 264                                        | 250                           | 5231              | 4                                         | 184               | 0                              | 184               | 3                                          | 115               |
| 18                     | J. N. A. Archambault..... | 23                     | 95                | 92                    | 93                                         | 93                            | 8748              | 4                                         | 210               | 7                              | 168               | 3                                          | 60                |
| 19                     | C. H. Leroux.....         | 23                     | 143               | 127                   | 159                                        | 166                           | 8748              | 4                                         | 1080              | 7                              | 168               | 0                                          | 64                |
| 20                     | Ls. Grouin.....           | 19                     | 111               | 103                   | 110                                        | 104                           | 5825              | 10                                        | 1205              | 10                             | 331               | 1                                          | 64                |
| 21                     | M. Caron.....             | 16                     | 124               | 127                   | 111                                        | 125                           | 6165              | 12                                        | 2545              | 20                             | 819               | 19                                         | 1021              |
| 22                     | J. Bruce.....             | 19                     | 147               | 139                   | 134                                        | 162                           | 9397              | 53                                        | 672               | 17                             | 593               | 1                                          | 70                |
| 23                     | F. X. Valade.....         | 31                     | 137               | 95                    | 134                                        | 138                           | 8570              | 40                                        | 1008              | 5                              | 100               | 0                                          | 0                 |
| 24                     | A. D. Derval.....         | 40                     | 166               | 186                   | 177                                        | 177                           | 5662              | 8                                         | 740               | 0                              | 0                 | 0                                          | 0                 |
| 25                     | C. Germain.....           | 42                     | 116               | 104                   | 128                                        | 116                           | 1008              | 11                                        | 155               | 5                              | 100               | 0                                          | 0                 |
| 26                     | C. B. Rouleau.....        | 19                     | 73                | 56                    | 43                                         | 47                            | 2245              | 2                                         | 63                | 0                              | 0                 | 0                                          | 0                 |
| 27                     | W. Hamilton.....          | 15                     | 63                | 60                    | 48                                         | 61                            | 130474            | 1                                         | 10695             | 11                             | 472               | 1                                          | 24                |
| Total.....             |                           | 588                    | 3070              | 2449                  | 2888                                       | 2995                          | 130474            | 231                                       | 10695             | 165                            | 5736              | 52                                         | 2856              |

GRAND STATISTICAL TABLE, prepared from the Reports of School Inspectors, Commissioners and Trustees, &c.—Continued.

| No. | Number of academies. | Number of pupils. | Number of colleges. | Number of pupils. | No. of normal schools. | Number of pupils. | Number of educational convents. | Number of pupils. | Number of independent schools. | Number of pupils. | Total number of institutions of all kinds. | Total number of pupils attending all institutions of education. | No. of pupils reading from A B C to fluently. | No. of pupils able to read fluently. | Number of pupils reading well. | Number of pupils writing. | No. of pupils learning simple arithmetic. | No. of pupils learning compound arithmetic. |
|-----|----------------------|-------------------|---------------------|-------------------|------------------------|-------------------|---------------------------------|-------------------|--------------------------------|-------------------|--------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------|--------------------------------------|--------------------------------|---------------------------|-------------------------------------------|---------------------------------------------|
| 1   | 1                    |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 0                                          | 222                                                             | 90                                            | 65                                   | 67                             | 74                        | 52                                        | 44                                          |
| 2   |                      |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 40                                         | 1778                                                            | 531                                           | 625                                  | 622                            | 687                       | 442                                       | 327                                         |
| 3   | 4                    | 282               | 1                   | 24                |                        | 23                |                                 | 1032              |                                |                   | 42                                         | 2340                                                            | 495                                           | 623                                  | 1222                           | 1710                      | 746                                       | 833                                         |
| 4   |                      |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 29                                         | 1145                                                            | 502                                           | 298                                  | 345                            | 274                       | 207                                       | 08                                          |
| 5   | 1                    | 85                | 2                   | 370               |                        | 2                 | 6                               | 49                |                                |                   | 188                                        | 8634                                                            | 2598                                          | 2423                                 | 3613                           | 3725                      | 1711                                      | 1037                                        |
| 6   | 3                    | 367               | 1                   | 150               |                        | 7                 | 272                             | 272               |                                |                   | 142                                        | 7023                                                            | 1891                                          | 2321                                 | 2811                           | 1707                      | 1400                                      | 1400                                        |
| 7   |                      |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 94                                         | 3850                                                            | 1417                                          | 1038                                 | 1395                           | 949                       | 949                                       |                                             |
| 8   |                      |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 117                                        | 7879                                                            | 1696                                          | 3249                                 | 2934                           | 3860                      | 1942                                      | 1708                                        |
| 9   |                      |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 125                                        | 8076                                                            | 2111                                          | 2025                                 | 3040                           | 4900                      | 4780                                      | 2750                                        |
| 10  |                      |                   |                     |                   |                        |                   |                                 |                   |                                |                   | 30                                         | 1316                                                            | 491                                           | 374                                  | 451                            | 513                       | 232                                       | 154                                         |
| 11  | 1                    | 60                |                     |                   |                        | 5                 | 106                             | 106               |                                |                   | 49                                         | 2433                                                            | 932                                           | 730                                  | 771                            | 1485                      | 1331                                      | 794                                         |
| 12  | 7                    | 425               | 1                   | 373               |                        | 54                | 3409                            | 3409              |                                |                   | 244                                        | 16187                                                           | 4913                                          | 4095                                 | 6270                           | 8076                      | 5798                                      | 5891                                        |
| 13  | 4                    | 224               | 1                   | 110               |                        | 3                 | 428                             | 36                |                                |                   | 131                                        | 7189                                                            | 1811                                          | 1792                                 | 3586                           | 2378                      | 1288                                      | 886                                         |
| 14  | 5                    | 532               | 1                   | 219               |                        | 8                 | 202                             | 213               |                                |                   | 106                                        | 6429                                                            | 1512                                          | 1080                                 | 2037                           | 1269                      | 1269                                      | 677                                         |
| 15  | 3                    | 253               |                     |                   |                        |                   |                                 |                   |                                |                   | 84                                         | 3510                                                            | 1340                                          | 1170                                 | 1000                           | 1319                      | 808                                       | 402                                         |
| 16  | 12                   | 1070              | 3                   | 289               |                        | 13                | 162                             | 418               |                                |                   | 310                                        | 10748                                                           | 1663                                          | 4515                                 | 4670                           | 3790                      | 2222                                      | 2100                                        |
| 17  | 13                   | 897               |                     |                   |                        |                   |                                 | 76                |                                |                   | 274                                        | 8510                                                            | 2925                                          | 2824                                 | 3461                           | 3006                      | 1718                                      | 1186                                        |
| 18  | 4                    | 533               | 3                   | 563               |                        |                   |                                 | 352               |                                |                   | 115                                        | 8001                                                            | 673                                           | 3804                                 | 3824                           | 3796                      | 3607                                      | 1431                                        |
| 19  | 1                    | 53                | 2                   | 480               |                        | 11                | 153                             | 153               |                                |                   | 180                                        | 10689                                                           | 2829                                          | 3908                                 | 3852                           | 7702                      | 6332                                      | 3483                                        |
| 20  | 3                    | 485               |                     |                   |                        | 7                 | 1089                            | 6                 |                                |                   | 153                                        | 10689                                                           | 1559                                          | 3462                                 | 3050                           | 4648                      | 3460                                      | 1706                                        |
| 21  | 3                    | 423               |                     |                   |                        | 6                 | 617                             | 134               |                                |                   | 122                                        | 8071                                                            | 2408                                          | 2404                                 | 3396                           | 4209                      | 2028                                      | 1880                                        |
| 22  | 8                    | 1557              | 3                   | 715               |                        | 2                 | 595                             | 264               |                                |                   | 142                                        | 8388                                                            | 608                                           | 6321                                 | 7370                           | 10292                     | 5340                                      | 4746                                        |
| 23  | 5                    | 560               | 3                   | 560               |                        | 80                | 5763                            | 5763              |                                |                   | 246                                        | 14299                                                           | 4950                                          | 5800                                 | 6681                           | 6206                      | 4860                                      | 4860                                        |
| 24  | 1                    | 45                | 2                   | 483               |                        | 53                | 8995                            | 8995              |                                |                   | 212                                        | 17431                                                           | 3714                                          | 3306                                 | 4276                           | 2270                      | 1913                                      | 1616                                        |
| 25  |                      |                   | 3                   | 602               |                        | 3                 | 850                             | 168               |                                |                   | 198                                        | 11290                                                           | 1920                                          | 2236                                 | 3704                           | 3153                      | 1638                                      | 1616                                        |
| 26  | 2                    | 103               |                     |                   |                        | 2                 |                                 | 84                |                                |                   | 51                                         | 2166                                                            | 444                                           | 711                                  | 1011                           | 930                       | 633                                       | 322                                         |
| 27  | 3                    | 165               |                     |                   |                        | 7                 |                                 | 161               |                                |                   | 66                                         | 2499                                                            | 401                                           | 858                                  | 1240                           | 1340                      | 1262                                      | 775                                         |
|     | 83                   | 3080              | 29                  | 5314              | 3                      | 200               | 94                              | 22963             | 335                            | 15789             | 3481                                       | 187869                                                          | 45914                                         | 64847                                | 77108                          | 92572                     | 59728                                     | 44357                                       |

GRAND STATISTICAL TABLE, prepared from the Reports of School Inspectors, Commissioners and Trustees, &c.—Continued

| No. | No. of pupils learning |         | No. of pupils learning orthography. | No. of pupils learning geography. | No. of pupils learning grammar. |       | No. of pupils learning parsing. | No. of pupils learning epistolary style. | No. of pupils learning horticulture and agriculture. | No. of pupils learning mathematics. | No. of pupils learning mensuration. | No. of pupils learning linear drawing. | No. of pupils learning vocal music. | No. of pupils learning instrumental music. | No. of pupils learning history. | No. of male teachers provided with diplomas. | No. of male teachers not having no diplomas. |
|-----|------------------------|---------|-------------------------------------|-----------------------------------|---------------------------------|-------|---------------------------------|------------------------------------------|------------------------------------------------------|-------------------------------------|-------------------------------------|----------------------------------------|-------------------------------------|--------------------------------------------|---------------------------------|----------------------------------------------|----------------------------------------------|
|     | English.               | French. |                                     |                                   |                                 |       |                                 |                                          |                                                      |                                     |                                     |                                        |                                     |                                            |                                 |                                              |                                              |
| 1   | 48                     | 29      | 29                                  | 29                                | 26                              | 10    | 605                             | 71                                       | 85                                                   | 37                                  | 690                                 | 275                                    | 28                                  | 2                                          | 0                               |                                              |                                              |
| 2   | 20                     | 47      | 29                                  | 1351                              | 59                              | 1057  | 10                              | 1057                                     | 414                                                  | 1057                                | 85                                  | 37                                     | 610                                 | 4                                          | 22                              |                                              |                                              |
| 3   | 301                    | 1784    | 21                                  | 10                                | 105                             | 10    | 10                              | 23                                       | 235                                                  | 20                                  | 235                                 | 55                                     | 23                                  | 4                                          | 25                              |                                              |                                              |
| 4   | 13                     | 179     | 26                                  | 10                                | 10                              | 10    | 10                              | 23                                       | 1943                                                 | 20                                  | 235                                 | 55                                     | 23                                  | 7                                          | 10                              |                                              |                                              |
| 5   | 69                     | 4703    | 221                                 | 1080                              | 2378                            | 1943  | 920                             | 23                                       | 35                                                   | 20                                  | 235                                 | 55                                     | 23                                  | 22                                         | 27                              |                                              |                                              |
| 6   | 137                    | 2328    | 440                                 | 1458                              | 2328                            | 1424  | 463                             | 69                                       | 42                                                   | 80                                  | 260                                 | 98                                     | 1102                                | 23                                         | 12                              |                                              |                                              |
| 7   | 13                     | 331     | 512                                 | 301                               | 301                             | 626   | 42                              | 26                                       | 6                                                    | 17                                  | 30                                  | 10                                     | 369                                 | 12                                         | 7                               |                                              |                                              |
| 8   | 340                    | 4215    | 621                                 | 2928                              | 2928                            | 2642  | 1262                            | 48                                       | 48                                                   | 88                                  | 2631                                | 40                                     | 2348                                | 11                                         | 7                               |                                              |                                              |
| 9   | 180                    | 3890    | 2585                                | 3700                              | 3725                            | 995   | 30                              | 130                                      | 130                                                  | 110                                 | 1650                                | 40                                     | 3576                                | 6                                          | 8                               |                                              |                                              |
| 10  | 9                      | 158     | 154                                 | 19                                | 243                             | 54    | 30                              | 4                                        | 4                                                    | 4                                   | 4                                   | 14                                     | 183                                 | 2                                          | .....                           |                                              |                                              |
| 11  | 83                     | 1103    | 715                                 | 70                                | 715                             | 592   | 15                              | 37                                       | 45                                                   | 50                                  | 64                                  | 10                                     | 715                                 | 6                                          | .....                           |                                              |                                              |
| 12  | 640                    | 6993    | 3829                                | 2053                              | 6889                            | 5421  | 1991                            | 5                                        | 320                                                  | 313                                 | 648                                 | 223                                    | 5626                                | 68                                         | 48                              |                                              |                                              |
| 13  | 138                    | 2411    | 981                                 | 138                               | 1468                            | 1067  | 331                             | 93                                       | 93                                                   | 14                                  | 465                                 | .....                                  | 935                                 | 22                                         | 11                              |                                              |                                              |
| 14  | 125                    | 1023    | 835                                 | 20                                | 1384                            | 1010  | 152                             | 28                                       | 28                                                   | 24                                  | .....                               | 4                                      | 922                                 | 16                                         | 22                              |                                              |                                              |
| 15  | 14                     | 180     | 328                                 | 96                                | 546                             | 194   | 12                              | .....                                    | .....                                                | .....                               | .....                               | .....                                  | .....                               | .....                                      | .....                           |                                              |                                              |
| 16  | 31                     | 7121    | 1943                                | 121                               | 1004                            | 393   | 61                              | 61                                       | 61                                                   | 18                                  | 21                                  | 24                                     | 105                                 | 54                                         | 10                              |                                              |                                              |
| 17  | 26                     | 263     | 1380                                | 471                               | 414                             | 1285  | 917                             | 100                                      | 13                                                   | 13                                  | 13                                  | 18                                     | 21                                  | 16                                         | 10                              |                                              |                                              |
| 18  | 190                    | 1164    | 2091                                | 617                               | 2626                            | 1740  | 187                             | 43                                       | 43                                                   | 85                                  | 125                                 | 54                                     | 319                                 | 19                                         | 9                               |                                              |                                              |
| 19  | 1904                   | 3710    | 8387                                | 511                               | 5700                            | 5050  | 2907                            | 495                                      | 43                                                   | 313                                 | 183                                 | 183                                    | 2439                                | 33                                         | 38                              |                                              |                                              |
| 20  | 597                    | 2418    | 2014                                | 807                               | 2358                            | 2242  | 496                             | 20                                       | 223                                                  | 262                                 | 152                                 | 163                                    | 5731                                | 33                                         | .....                           |                                              |                                              |
| 21  | 162                    | 2091    | 1502                                | 425                               | 1764                            | 1765  | 1781                            | 15                                       | 15                                                   | 201                                 | 201                                 | 103                                    | 1344                                | 34                                         | 6                               |                                              |                                              |
| 22  | 1527                   | 11231   | 5886                                | 6785                              | 1162                            | 6824  | 4565                            | 10                                       | 518                                                  | 184                                 | 184                                 | 1074                                   | 1074                                | 47                                         | 4                               |                                              |                                              |
| 23  | 466                    | 11395   | 3493                                | 2788                              | 7949                            | 7340  | 5577                            | 10                                       | 603                                                  | 510                                 | 2495                                | 701                                    | 6295                                | 125                                        | 56                              |                                              |                                              |
| 24  | 158                    | 5733    | 1913                                | 440                               | 2823                            | 601   | 33                              | 57                                       | 57                                                   | 31                                  | 242                                 | 87                                     | 1381                                | 42                                         | 121                             |                                              |                                              |
| 25  | 201                    | 1015    | 1445                                | 534                               | 2231                            | 1724  | 181                             | 26                                       | 26                                                   | 48                                  | 55                                  | 100                                    | 1218                                | 50                                         | 30                              |                                              |                                              |
| 26  | 34                     | 522     | 487                                 | 281                               | 205                             | 363   | .....                           | .....                                    | .....                                                | .....                               | .....                               | .....                                  | .....                               | 100                                        | 55                              |                                              |                                              |
| 27  | 172                    | 1772    | 290                                 | 626                               | 21                              | 21    | .....                           | .....                                    | .....                                                | .....                               | .....                               | .....                                  | .....                               | 789                                        | 19                              |                                              |                                              |
| 28  | 7640                   | 78367   | 46541                               | 22512                             | 50137                           | 50893 | 24721                           | 721                                      | 2891                                                 | 3091                                | 3452                                | 18250                                  | 2777                                | 39080                                      | 710                             | 682                                          |                                              |

GRAND STATISTICAL TABLE, prepared from the Reports of School Inspectors, Commissioners and Trustees, &c.—Conclusion.

| No. | Total number of male teachers. | No. of female teachers having diplomas. | No. of female teachers having no diplomas. | Total number of female teachers. | No. of male teachers receiving less than \$100. | No. of male teachers receiving from \$100 inc. to \$200 exc. | No. of male teachers receiving from \$200 inc. to \$400 exc. | No. of male teachers receiving \$400 and upwards. | Minimum of male teachers' salaries. | Maximum of male teachers' salaries. | No. of female teachers receiving less than \$100. | No. of female teachers receiving from \$100 inc. to \$200 exc. | No. of female teachers receiving from \$200 inc. to \$400 exc. | No. of female teachers receiving \$400 and upwards. | Minimum of female teachers' salaries. | Maximum of female teachers' salaries. | No. of public libraries. | No. of volumes. |
|-----|--------------------------------|-----------------------------------------|--------------------------------------------|----------------------------------|-------------------------------------------------|--------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|---------------------------------------|--------------------------|-----------------|
| 1   | 24                             | 7                                       | 6                                          | 6                                | 1                                               | 19                                                           | 14                                                           | 1                                                 | 168                                 | 80                                  | 220                                               | 5                                                              | 5                                                              | 1                                                   | 88                                    | 100                                   | 1                        | 10050           |
| 2   | 20                             | 4                                       | 37                                         | 44                               | 1                                               | 11                                                           | 5                                                            | 1                                                 | 200                                 | 400                                 | 2                                                 | 3                                                              | 2                                                              | 2                                                   | 40                                    | 200                                   | 1                        | 20050           |
| 3   | 47                             | 5                                       | 12                                         | 17                               | 11                                              | 6                                                            | 5                                                            | 1                                                 | 120                                 | 500                                 | 1                                                 | 10                                                             | 2                                                              | 2                                                   | 120                                   | 240                                   | 11                       | 5200            |
| 4   | 40                             | 42                                      | 180                                        | 2                                | 9                                               | 6                                                            | 6                                                            | 1                                                 | 74                                  | 360                                 | 145                                               | 17                                                             | 17                                                             | 2                                                   | 60                                    | 280                                   | 9                        | 4000            |
| 5   | 35                             | 110                                     | 120                                        | 1                                | 15                                              | 9                                                            | 2                                                            | 1                                                 | 92                                  | 500                                 | 73                                                | 139                                                            | 2                                                              | 2                                                   | 60                                    | 200                                   | 7                        | 5150            |
| 6   | 10                             | 63                                      | 17                                         | 80                               | 2                                               | 12                                                           | 5                                                            | 1                                                 | 80                                  | 200                                 | 66                                                | 12                                                             | 2                                                              | 2                                                   | 54                                    | 240                                   | 7                        | 5150            |
| 7   | 18                             | 57                                      | 139                                        | 2                                | 4                                               | 4                                                            | 5                                                            | 1                                                 | 72                                  | 200                                 | 64                                                | 14                                                             | 2                                                              | 2                                                   | 50                                    | 200                                   | 1                        | 400             |
| 8   | 14                             | 32                                      | 35                                         | 124                              | 2                                               | 4                                                            | 4                                                            | 1                                                 | 120                                 | 240                                 | 13                                                | 13                                                             | 80                                                             | 2                                                   | 60                                    | 200                                   | 6                        | 6660            |
| 9   | 2                              | 28                                      | 4                                          | 32                               | 2                                               | 2                                                            | 2                                                            | 1                                                 | 112                                 | 140                                 | 28                                                | 7                                                              | 7                                                              | 19                                                  | 60                                    | 210                                   | 1                        | 400             |
| 10  | 9                              | 37                                      | 8                                          | 45                               | 1                                               | 16                                                           | 10                                                           | 8                                                 | 90                                  | 440                                 | 22                                                | 10                                                             | 1                                                              | 1                                                   | 60                                    | 200                                   | 6                        | 6660            |
| 11  | 116                            | 88                                      | 121                                        | 206                              | 2                                               | 10                                                           | 10                                                           | 2                                                 | 72                                  | 1200                                | 22                                                | 59                                                             | 2                                                              | 2                                                   | 60                                    | 248                                   | 9                        | 20846           |
| 12  | 33                             | 103                                     | 5                                          | 133                              | 11                                              | 5                                                            | 5                                                            | 2                                                 | 100                                 | 520                                 | 69                                                | 23                                                             | 23                                                             | 2                                                   | 52                                    | 178                                   | 20                       | 8897            |
| 13  | 36                             | 102                                     | 10                                         | 112                              | 1                                               | 4                                                            | 5                                                            | 1                                                 | 90                                  | 300                                 | 82                                                | 11                                                             | 2                                                              | 2                                                   | 50                                    | 200                                   | 4                        | 1600            |
| 14  | 15                             | 62                                      | 9                                          | 71                               | 3                                               | 5                                                            | 5                                                            | 1                                                 | 80                                  | 100                                 | 32                                                | 20                                                             | 2                                                              | 2                                                   | 56                                    | 340                                   | 7                        | 2881            |
| 15  | 64                             | 296                                     | 39                                         | 335                              | 38                                              | 5                                                            | 5                                                            | 1                                                 | 100                                 | 400                                 | 75                                                | 177                                                            | 2                                                              | 2                                                   | 64                                    | 176                                   | 7                        | 2881            |
| 16  | 24                             | 46                                      | 205                                        | 251                              | 51                                              | 4                                                            | 4                                                            | 1                                                 | 96                                  | 560                                 | 41                                                | 119                                                            | 1                                                              | 1                                                   | 64                                    | 160                                   | 11                       | 6500            |
| 17  | 50                             | 132                                     | 67                                         | 199                              | 12                                              | 8                                                            | 8                                                            | 1                                                 | 120                                 | 360                                 | 9                                                 | 58                                                             | 1                                                              | 1                                                   | 80                                    | 200                                   | 18                       | 7400            |
| 18  | 71                             | 120                                     | 48                                         | 168                              | 32                                              | 6                                                            | 6                                                            | 3                                                 | 60                                  | 260                                 | 43                                                | 78                                                             | 3                                                              | 3                                                   | 52                                    | 240                                   | 3                        | 1673            |
| 19  | 40                             | 83                                      | 83                                         | 166                              | 2                                               | 15                                                           | 18                                                           | 3                                                 | 140                                 | 500                                 | 20                                                | 80                                                             | 3                                                              | 3                                                   | 100                                   | 400                                   | 3                        | 1673            |
| 20  | 51                             | 87                                      | 87                                         | 174                              | 34                                              | 8                                                            | 8                                                            | 7                                                 | 98                                  | 400                                 | 16                                                | 63                                                             | 3                                                              | 1                                                   | 50                                    | 192                                   | 100                      | 69500           |
| 21  | 181                            | 78                                      | 57                                         | 135                              | 33                                              | 31                                                           | 31                                                           | 3                                                 | 100                                 | 1200                                | 18                                                | 51                                                             | 3                                                              | 1                                                   | 72                                    | 500                                   | 100                      | 69500           |
| 22  | 163                            | 155                                     | 238                                        | 433                              | 4                                               | 37                                                           | 37                                                           | 7                                                 | 100                                 | 1200                                | 49                                                | 74                                                             | 16                                                             | 1                                                   | 180                                   | 300                                   | 37                       | 22850           |
| 23  | 86                             | 118                                     | 54                                         | 172                              | 33                                              | 15                                                           | 15                                                           | 4                                                 | 80                                  | 600                                 | 23                                                | 69                                                             | 3                                                              | 3                                                   | 60                                    | 320                                   | 19                       | 6475            |
| 24  | 70                             | 92                                      | 35                                         | 127                              | 17                                              | 9                                                            | 9                                                            | 1                                                 | 120                                 | 500                                 | 23                                                | 70                                                             | 1                                                              | 1                                                   | 60                                    | 200                                   | 3                        | 1673            |
| 25  | 22                             | 20                                      | 2                                          | 22                               | 13                                              | 11                                                           | 11                                                           | 3                                                 | 100                                 | 360                                 | 10                                                | 14                                                             | 1                                                              | 1                                                   | 60                                    | 200                                   | 7                        | 2881            |
| 26  | 37                             | 37                                      | 2                                          | 39                               | 6                                               | 12                                                           | 12                                                           | 3                                                 | 100                                 | 500                                 | 2                                                 | 10                                                             | 2                                                              | 2                                                   | 72                                    | 300                                   | 7                        | 2881            |
| 27  | 192                            | 1067                                    | 20                                         | 3083                             | 400                                             | 233                                                          | 233                                                          | 38                                                | 60                                  | 1200                                | 872                                               | 1213                                                           | 75                                                             | 3                                                   | 40                                    | 500                                   | 269                      | 180700          |

RECAPITULATION OF TABLE B,

Containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.

| No.                                 | INSTITUTIONS.                          |                                                     |                                                   |                                     |                                             |                                                                                          |                                           |                                                                  |                                           |                                            | FINANCES.                |                                         |                                                |  |  | COURSE OF STUDIES. |  |  |  |  |
|-------------------------------------|----------------------------------------|-----------------------------------------------------|---------------------------------------------------|-------------------------------------|---------------------------------------------|------------------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------|-----------------------------------------|------------------------------------------------|--|--|--------------------|--|--|--|--|
|                                     | Annual expenditure of the institution. | Annual revenue of the institution from all sources. | No. of pupils receiving instruction gratuitously. | No. of pupils boarded gratuitously. | No. of pupils boarded in part gratuitously. | Value of landed property possessed by the institution, including buildings occupied, &c. | Total amount of debts of the institution. | Value of the buildings occupied for purposes of the institution. | Number of volumes in the pupils' library. | No. of volumes in the professors' library. | Total number of volumes. | Value of the museum of natural history. | Value of the collection in natural philosophy. |  |  |                    |  |  |  |  |
| 1 Superior Schools .....            | 76886                                  | 68343                                               | .....                                             | .....                               | .....                                       | 642679                                                                                   | 42255                                     | 396000                                                           | .....                                     | 20700                                      | 20700                    | .....                                   | 23050                                          |  |  |                    |  |  |  |  |
| 2 Classical Colleges .....          | 182064                                 | 166344                                              | 252                                               | 23                                  | 184                                         | 1823704                                                                                  | 152282                                    | 611998                                                           | 17414                                     | 62079                                      | 79493                    | 5050                                    | 21850                                          |  |  |                    |  |  |  |  |
| 3 Industrial Colleges .....         | 37280                                  | 36081                                               | 169                                               | 15                                  | 84                                          | 151490                                                                                   | 31137                                     | 207630                                                           | 5535                                      | 1002                                       | 6537                     | 20                                      | 2091                                           |  |  |                    |  |  |  |  |
| 4 Academies for boys or mixed ..... | 45304                                  | 43012                                               | 979                                               | 21                                  | 26                                          | 130069                                                                                   | 24340                                     | 117677                                                           | 5058                                      | 4041                                       | 9099                     | .....                                   | 603                                            |  |  |                    |  |  |  |  |
| 5 Academies for girls .....         | 207734                                 | 204480                                              | 5168                                              | 266                                 | 400                                         | 674200                                                                                   | 45433                                     | 826406                                                           | 12806                                     | 25105                                      | 37911                    | .....                                   | .....                                          |  |  |                    |  |  |  |  |
| 6 Normal Schools .....              | 30787                                  | 33883                                               | 200                                               | .....                               | 110                                         | 92000                                                                                    | .....                                     | 92000                                                            | 2280                                      | 9900                                       | 12100                    | 700                                     | 3040                                           |  |  |                    |  |  |  |  |
| Grand total .....                   | 686055                                 | 652346                                              | 6768                                              | 325                                 | 864                                         | 3393232                                                                                  | 206427                                    | 2311761                                                          | 43013                                     | 122827                                     | 165840                   | 6370                                    | 51594                                          |  |  |                    |  |  |  |  |

RECAPITULATION OF TABLE B, containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.—Continued.

COURSE OF STUDIES.—Continued.

| No. | Number of pupils learning arithmetic. | Number of pupils learning mental calculation. | Number of pupils learning book-keeping. | Number of pupils learning algebra. | Number of pupils learning geometry. | Number of pupils learning trigonometry. | Number of pupils learning conic sections. | Number of pupils learning differential and integral calculus. | Number of pupils learning natural philosophy. | Number of pupils learning to take meteorological observations. | Number of pupils learning astronomy. | Number of pupils learning chemistry. | Number of pupils learning natural history. | No. of French pupils learning English. | No. of English pupils learning French. | Number of pupils learning French grammar. | Number of pupils learning French parsing. |
|-----|---------------------------------------|-----------------------------------------------|-----------------------------------------|------------------------------------|-------------------------------------|-----------------------------------------|-------------------------------------------|---------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------------|----------------------------------------|----------------------------------------|-------------------------------------------|-------------------------------------------|
| 1   | 1721                                  | 200                                           | 269                                     | 258                                | 320                                 | 151                                     | 50                                        | 24                                                            | 95                                            | 43                                                             | 11                                   | 215                                  | 100                                        | 1584                                   | 414                                    | 1326                                      | 1030                                      |
| 2   | 1662                                  | 1161                                          | 327                                     | 172                                | 189                                 | 101                                     | 14                                        | 14                                                            | 82                                            | 29                                                             | 79                                   | 87                                   | 96                                         | 1408                                   | 135                                    | 1228                                      | 1191                                      |
| 3   | 3878                                  | 2018                                          | 698                                     | 589                                | 486                                 | 65                                      | 41                                        | 68                                                            | 140                                           | 15                                                             | 103                                  | 73                                   | 302                                        | 1593                                   | 456                                    | 1812                                      | 1567                                      |
| 4   | 8365                                  | 5943                                          | 599                                     | 19                                 | 53                                  | .....                                   | .....                                     | .....                                                         | 36                                            | 5                                                              | 100                                  | 11                                   | 255                                        | 3675                                   | 638                                    | 6611                                      | 5874                                      |
| 5   | 164                                   | 185                                           | 181                                     | 121                                | 121                                 | 42                                      | 22                                        | .....                                                         | 122                                           | 53                                                             | 43                                   | 63                                   | 130                                        | 81                                     | 119                                    | 200                                       | 200                                       |
| 6   | 15790                                 | 9606                                          | 2074                                    | 1159                               | 1169                                | 359                                     | 127                                       | 106                                                           | 484                                           | 145                                                            | 336                                  | 440                                  | 883                                        | 8341                                   | 1262                                   | 11177                                     | 9871                                      |

RECAPITULATION OF TABLE B, containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.—Continued.

COURSE OF STUDIES.—Continued.

| No. | Number of pupils writing French from dictation. | Number of pupils learning French versification. | Number of pupils learning French composition. | Number of pupils learning English parsing. | Number of pupils learning English grammar. | Number of pupils writing English from dictation. | Number of pupils learning English versification. | Number of pupils learning English composition. | Number of pupils learning Latin grammar. | Number of pupils learning Latin versification. | Number of pupils learning Latin composition. | Number of pupils learning Greek grammar. | Number of pupils learning Greek composition. | Number of pupils learning Italian. | Number of pupils learning German. | Number of pupils learning Geography. | Number of pupils learning sacred history. | Number of pupils learning ancient history. |
|-----|-------------------------------------------------|-------------------------------------------------|-----------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------------------|--------------------------------------------------|------------------------------------------------|------------------------------------------|------------------------------------------------|----------------------------------------------|------------------------------------------|----------------------------------------------|------------------------------------|-----------------------------------|--------------------------------------|-------------------------------------------|--------------------------------------------|
| 1   | .....                                           | .....                                           | .....                                         | .....                                      | .....                                      | .....                                            | .....                                            | .....                                          | .....                                    | .....                                          | .....                                        | .....                                    | .....                                        | .....                              | .....                             | .....                                | .....                                     | .....                                      |
| 2   | 968                                             | 66                                              | 690                                           | 923                                        | 1150                                       | 1237                                             | 73                                               | 641                                            | 1179                                     | 318                                            | 449                                          | 560                                      | 150                                          | 12                                 | 11                                | 1320                                 | 605                                       | 305                                        |
| 3   | 1176                                            | 71                                              | 520                                           | 778                                        | 904                                        | 858                                              | .....                                            | 371                                            | 216                                      | 66                                             | 76                                           | 25                                       | 12                                           | .....                              | .....                             | 1212                                 | 691                                       | 237                                        |
| 4   | 1526                                            | 101                                             | 483                                           | 1825                                       | 1811                                       | 1639                                             | 276                                              | 1141                                           | 262                                      | 8                                              | 91                                           | 45                                       | 21                                           | .....                              | 30                                | 2102                                 | 1039                                      | 205                                        |
| 5   | 5796                                            | 61                                              | 3152                                          | 1568                                       | 1889                                       | 1619                                             | 175                                              | 905                                            | .....                                    | .....                                          | .....                                        | .....                                    | .....                                        | 24                                 | 5                                 | 5027                                 | 4043                                      | 661                                        |
| 6   | 200                                             | .....                                           | 125                                           | 159                                        | 96                                         | 129                                              | .....                                            | 73                                             | 9                                        | 4                                              | 9                                            | .....                                    | .....                                        | .....                              | .....                             | 181                                  | 143                                       | 82                                         |
|     | 9666                                            | 209                                             | 4070                                          | 5253                                       | 5550                                       | 5382                                             | 518                                              | 3131                                           | 1666                                     | 390                                            | 625                                          | 630                                      | 183                                          | 36                                 | 46                                | 9861                                 | 6521                                      | 1580                                       |

EXCAPITULATION OF TABLE B, containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.—Continued.

COURSE OF STUDIES.—Continued.

| No. | Number of pupils learning English history. | Number of pupils learning history of France. | Number of pupils learning history of Canada. | Number of pupils learning history of the U. States. | Number of pupils learning general history. | Number of pupils learning belles-lettres. | Number of pupils learning rhetoric. | Number of pupils learning declamation. | Number of pupils learning intellectual and moral philosophy. | Number of pupils learning theology. | Number of pupils learning the elements of jurisprudence. | Number of pupils learning the elements of constitutional law. | Number of pupils learning theoretical agriculture. | Number of pupils learning practical agriculture. | Number of pupils learning horticulture. | Number of pupils following a special commercial course. | Number of pupils learning linear drawing. | Number of pupils learning architecture. | Number of pupils learning sewing. |
|-----|--------------------------------------------|----------------------------------------------|----------------------------------------------|-----------------------------------------------------|--------------------------------------------|-------------------------------------------|-------------------------------------|----------------------------------------|--------------------------------------------------------------|-------------------------------------|----------------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------|-----------------------------------------|---------------------------------------------------------|-------------------------------------------|-----------------------------------------|-----------------------------------|
| 1   | .....                                      | .....                                        | .....                                        | .....                                               | .....                                      | .....                                     | .....                               | .....                                  | .....                                                        | .....                               | .....                                                    | .....                                                         | .....                                              | .....                                            | .....                                   | .....                                                   | .....                                     | .....                                   | .....                             |
| 2   | 530                                        | 135                                          | 398                                          | 42                                                  | 586                                        | 173                                       | 154                                 | 494                                    | 131                                                          | 61                                  | 262                                                      | .....                                                         | 41                                                 | 75                                               | 262                                     | 115                                                     | 188                                       | 49                                      | .....                             |
| 3   | 268                                        | 234                                          | 413                                          | 108                                                 | 81                                         | 38                                        | 47                                  | 251                                    | 40                                                           | 33                                  | .....                                                    | 15                                                            | 150                                                | 81                                               | 89                                      | 642                                                     | 143                                       | 76                                      | .....                             |
| 4   | 313                                        | 270                                          | 690                                          | 47                                                  | 362                                        | 36                                        | 89                                  | 872                                    | 12                                                           | .....                               | 2                                                        | 30                                                            | 165                                                | 80                                               | 76                                      | 400                                                     | 323                                       | 2                                       | 61                                |
| 5   | 241                                        | 688                                          | 2039                                         | 36                                                  | 434                                        | 182                                       | 231                                 | 749                                    | 286                                                          | .....                               | .....                                                    | .....                                                         | .....                                              | .....                                            | 107                                     | .....                                                   | 177                                       | 5                                       | 3700                              |
| 6   | 116                                        | 68                                           | 131                                          | 58                                                  | 10                                         | 52                                        | 9                                   | 123                                    | 5                                                            | .....                               | .....                                                    | 17                                                            | 100                                                | .....                                            | .....                                   | .....                                                   | 132                                       | .....                                   | 52                                |
|     | 1468                                       | 1404                                         | 3761                                         | 341                                                 | 1473                                       | 531                                       | 580                                 | 2439                                   | 474                                                          | 94                                  | 264                                                      | 62                                                            | 456                                                | 236                                              | 534                                     | 1217                                                    | 903                                       | 132                                     | 8821                              |

RECAPITULATION OF TABLE B, containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.—Continued.

| No. | COURSE OF STUDIES.—Continued.         |                                    |                                     |                                               |                                        |                                       |                                     |                                         |                                    |                                    | HEALTH OF PUPILS.                             |                                                                           |           |                                             |                                                     |                               |                                            |                 |                                              |       |
|-----|---------------------------------------|------------------------------------|-------------------------------------|-----------------------------------------------|----------------------------------------|---------------------------------------|-------------------------------------|-----------------------------------------|------------------------------------|------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------|-----------|---------------------------------------------|-----------------------------------------------------|-------------------------------|--------------------------------------------|-----------------|----------------------------------------------|-------|
|     | Number of pupils learning embroidery. | Number of pupils learning drawing. | Number of pupils learning painting. | Number of pupils learning instrumental music. | Number of pupils learning vocal music. | Number of pupils learning gymnastics. | Number of pupils learning swimming. | Number of pupils learning horsemanship. | Number of pupils learning fencing. | Number of pupils learning dancing. | Inflammation and other diseases of the brain. | Consumption, bronchitis, and other diseases of the organs of respiration. | Pleurisy. | Dangerous diseases of the digestive organs. | Neuralgia and other diseases of the nervous system. | Revers and epidemic diseases. | Luxations, fractures, and other accidents. | Other diseases. | Total number of pupils sick during the year. |       |
| 1   | .....                                 | .....                              | .....                               | .....                                         | .....                                  | .....                                 | .....                               | .....                                   | .....                              | .....                              | .....                                         | .....                                                                     | .....     | .....                                       | .....                                               | .....                         | .....                                      | .....           | .....                                        | ..... |
| 2   | .....                                 | 143                                | .....                               | 345                                           | 713                                    | 180                                   | 42                                  | 20                                      | 10                                 | .....                              | 4                                             | 2                                                                         | .....     | 6                                           | 2                                                   | 1                             | 1                                          | .....           | 16                                           |       |
| 3   | .....                                 | 69                                 | 30                                  | 111                                           | 579                                    | 268                                   | 14                                  | .....                                   | .....                              | .....                              | 3                                             | 2                                                                         | 2         | 2                                           | .....                                               | 12                            | 3                                          | 30              | 104                                          |       |
| 4   | .....                                 | 44                                 | 29                                  | 259                                           | 482                                    | 268                                   | 49                                  | 11                                      | .....                              | .....                              | 6                                             | 10                                                                        | .....     | 2                                           | 10                                                  | 51                            | 10                                         | 33              | 122                                          |       |
| 5   | 3653                                  | 539                                | 180                                 | 1148                                          | 2890                                   | 274                                   | .....                               | .....                                   | .....                              | .....                              | 9                                             | 12                                                                        | 2         | .....                                       | 19                                                  | 31                            | .....                                      | 346             | 419                                          |       |
| 6   | .....                                 | 139                                | 20                                  | 83                                            | 155                                    | 39                                    | .....                               | .....                                   | 1                                  | .....                              | .....                                         | 1                                                                         | .....     | 1                                           | .....                                               | .....                         | .....                                      | .....           | 2                                            |       |
|     | 3697                                  | 1124                               | 269                                 | 1946                                          | 4819                                   | 1029                                  | 105                                 | 31                                      | 11                                 | 15                                 | 22                                            | 25                                                                        | 6         | 11                                          | 31                                                  | 95                            | 14                                         | 459             | 663                                          |       |

RECAPITULATION OF TABLE B, containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.—Continued.

HEALTH OF PUPILS.—Continued.

PROFESSIONS, &c., SELECTED BY PUPILS WHO LEFT DURING THE LAST TWO YEARS.

| No | NUMBER OF PUPILS WHO DIED DURING THE YEAR.    |                                                                          |                                   |                                                     |                              |                      |                       |                           |                                                  |                                                                     | PROFESSIONS, &c., SELECTED BY PUPILS WHO LEFT DURING THE LAST TWO YEARS.   |                                                                    |                                                                                        |                                                               |                                                  |                                         |                                                   |                                                        |                                      |                                              |                                                                   |                                                                       |                                             |
|----|-----------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------|------------------------------|----------------------|-----------------------|---------------------------|--------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------|--------------------------------------------------|-----------------------------------------|---------------------------------------------------|--------------------------------------------------------|--------------------------------------|----------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------|
|    | Inflammation and other diseases of the brain. | Consumption, bronchitis and other diseases of the organs of respiration. | Diseases of the digestive organs. | Neuralgia and other diseases of the nervous system. | Fever and epidemic diseases. | Accidentally killed. | Accidentally drowned. | Died from other diseases. | Total number of pupils who died during the year. | Number of pupils left, after having completed their preceding year. | Number of pupils left, having completed over half their course of studies. | Number of these pupils who are continuing their studies elsewhere. | Number of pupils who left during the past two years to enter the ecclesiastical state. | Number of pupils who have adopted the profession of teaching. | Number of pupils who have become agriculturists. | Number of pupils preparing for the Bar. | Number of pupils studying the medical profession. | Number of pupils studying for the notarial profession. | Number of pupils studying surveying. | Number of pupils studying civil engineering. | Number of pupils engaged in trade, or preparing for that pursuit. | Number of pupils engaged in or preparing for some branch of industry. | Number of pupils who have left the country. |
| 1  |                                               |                                                                          |                                   |                                                     |                              |                      |                       |                           |                                                  | 74                                                                  | 139                                                                        | 43                                                                 | 40                                                                                     | 21                                                            | 31                                               | 13                                      | 13                                                | 6                                                      | 2                                    | 11                                           | 10                                                                | 6                                                                     |                                             |
| 2  |                                               |                                                                          |                                   |                                                     | 2                            | 1                    |                       | 5                         | 8                                                | 65                                                                  | 98                                                                         | 37                                                                 | 15                                                                                     | 17                                                            | 17                                               | 23                                      | 14                                                | 12                                                     |                                      | 140                                          | 62                                                                | 2                                                                     |                                             |
| 3  |                                               |                                                                          | 1                                 | 2                                                   |                              |                      | 1                     | 3                         | 7                                                | 108                                                                 | 230                                                                        | 151                                                                | 9                                                                                      | 183                                                           | 42                                               | 9                                       | 12                                                | 21                                                     | 7                                    | 294                                          | 187                                                               | 43                                                                    |                                             |
| 4  |                                               |                                                                          |                                   |                                                     |                              |                      |                       |                           |                                                  | 83                                                                  | 270                                                                        | 32                                                                 | 25                                                                                     | 124                                                           | 1                                                | 4                                       |                                                   |                                                        |                                      |                                              |                                                                   | 2                                                                     |                                             |
| 5  |                                               |                                                                          |                                   |                                                     |                              |                      |                       |                           |                                                  | 82                                                                  | 3                                                                          | 2                                                                  |                                                                                        | 232                                                           | 1                                                |                                         |                                                   |                                                        |                                      |                                              |                                                                   |                                                                       |                                             |
| 6  |                                               |                                                                          |                                   |                                                     |                              |                      |                       |                           |                                                  | 502                                                                 | 740                                                                        | 265                                                                | 89                                                                                     | 577                                                           | 432                                              | 45                                      | 43                                                | 39                                                     | 9                                    | 445                                          | 259                                                               | 53                                                                    |                                             |

RECAPITULATION OF TABLE B, containing the Statistics of all Educational Institutions, and more particularly those relating to Superior and Secondary Schools.—Continued.

| PROFESSORS. |                                   | PUPILS.                     |                                                 |                        |                                                              |              |               |                      |                       |                  |                         |                           |                                                                                          |                                                                 |                                                       |                                                        |                                      |                                     |                         |
|-------------|-----------------------------------|-----------------------------|-------------------------------------------------|------------------------|--------------------------------------------------------------|--------------|---------------|----------------------|-----------------------|------------------|-------------------------|---------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------|--------------------------------------|-------------------------------------|-------------------------|
| No.         | No. of religious ladies teaching. | No. of lay female teachers. | No. of professors in holy orders, or religions. | No. of lay professors. | Total number of professors and of teachers, male and female. | No. of boys. | No. of girls. | No. of day scholars. | No. of half-boarders. | No. of boarders. | No. of Catholic pupils. | No. of Protestant pupils. | No. of pupils whose relations reside in the County in which the institution is situated. | No. of pupils whose relations reside elsewhere in Lower Canada. | No. of pupils whose relations reside in Upper Canada. | No. of pupils whose relations reside in the U. States. | No. of pupils under 16 years of age. | No. of pupils over 16 years of age. | Total number of pupils. |
| 1           | .....                             | .....                       | 18                                              | 56                     | 74                                                           | 652          | .....         | 411                  | .....                 | 241              | 402                     | 250                       | 258                                                                                      | 306                                                             | 32                                                    | 6                                                      | .....                                | 652                                 | 652                     |
| 2           | .....                             | .....                       | 128                                             | 44                     | 172                                                          | 2570         | .....         | 1048                 | 381                   | 1141             | 1990                    | 580                       | 1368                                                                                     | 1125                                                            | 28                                                    | 40                                                     | 1445                                 | 1125                                | 2370                    |
| 3           | .....                             | .....                       | 92                                              | 26                     | 118                                                          | 2192         | 74            | 1366                 | 485                   | 415              | 2083                    | 183                       | 1805                                                                                     | 434                                                             | 11                                                    | 16                                                     | 1920                                 | 346                                 | 2266                    |
| 4           | .....                             | 45                          | 55                                              | 85                     | 183                                                          | 4643         | 1273          | 5560                 | 95                    | 261              | 3845                    | 2971                      | 5569                                                                                     | 283                                                             | 5                                                     | 59                                                     | 4689                                 | 1227                                | 5916                    |
| 5           | 501                               | 75                          | .....                                           | 2                      | 578                                                          | 118          | 15694         | 1175                 | 1586                  | 3042             | 15641                   | 171                       | 1484                                                                                     | 870                                                             | 16                                                    | 42                                                     | 14232                                | 1580                                | 15812                   |
| 6           | 8                                 | .....                       | 3                                               | 19                     | 30                                                           | 90           | 110           | 71                   | 1                     | 128              | 135                     | 65                        | 41                                                                                       | 155                                                             | 1                                                     | .....                                                  | .....                                | 200                                 | 200                     |
|             | 500                               | 118                         | 296                                             | 232                    | 1155                                                         | 10265        | 17151         | 19630                | 2558                  | 5228             | 24006                   | 3320                      | 23928                                                                                    | 3173                                                            | 143                                                   | 172                                                    | 29286                                | 5130                                | 27416                   |

**TABLE C,**  
FOURTH DIVISION.—SPECIAL SCHOOLS.

| No. | Name of the Institution.                           | Date of foundation. | By whom founded.                   | Composition of the Administrative Body. | Composition of the Body of Teachers.             | No. of professors. | No. of pupils. |
|-----|----------------------------------------------------|---------------------|------------------------------------|-----------------------------------------|--------------------------------------------------|--------------------|----------------|
| 1   | Deaf & Dumb Asylum at Cote St. Louis .....         | 1849                | Rev. M. Lagorce...                 | Professors in direction .....           | Priests and Clerks of St. Viator.....            | 3                  | 15             |
| 2   | Deaf & Dumb Asylum at Montreal..                   | 1853                | Bishop Bourget ...                 | Directing Nuns.....                     | Nuns of the Canadian order of La Providence..... | 5                  | 54             |
| 3   | Agricultural School at Ste. Anne Lapocatière ..... | 1858                | The College of Ste. Anne.....      | The Corporation of the College.....     | 1 Priest and 1 Layman.....                       | 2                  | 8              |
| 4   | Schools of Arts and Manufactures.....              | 1859                | Board of Arts and Manufactures ... | Board of Arts and Manufactures.....     | Laymen .....                                     | 6                  | 58             |
|     |                                                    |                     |                                    |                                         |                                                  | 16                 | 135            |

FIFTH DIVISION.—PRIMARY SCHOOLS.

| No. | SECTIONS.                                                                                                                                                                    | No. of Schools. | No. of Male and Female Teachers. | No. of Pupils. |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------|----------------|
| 5   | First Section.<br>Model Schools of the Normal Schools .....                                                                                                                  | 4               | 11                               | 712            |
| 6   | Second Section.<br>Superior Primary Schools, or Model Schools, including Superior Schools for Girls, which are not mentioned in the Fourth Section of Secondary Schools..... | 279             | 306                              | 18279          |
| 7   | Third Section.<br>Elementary Schools.....                                                                                                                                    | 2995            | 2942                             | 139474         |
|     | Total.....                                                                                                                                                                   | 3278            | 3259                             | 158465         |

RECAPITULATION OF THE FIVE PRINCIPAL DIVISIONS.

| No. | DIVISIONS.             | No. of Schools. | No. of persons forming the Body of Teachers. | No. of Pupils. |
|-----|------------------------|-----------------|----------------------------------------------|----------------|
| 8   | Superior Schools.....  | 10              | 74                                           | 652            |
| 9   | Secondary Schools..... | 206             | 1048                                         | 29183          |
| 10  | Normal Schools .....   | 3               | 30                                           | 200            |
| 11  | Special Schools.....   | 4               | 16                                           | 135            |
| 12  | Primary Schools.....   | 3278            | 3259                                         | 158465         |
|     | Total .....            | 3501            | 4427                                         | 188635         |



## TABLE D,

INDICATING the limits of each District of Inspection, giving the names of the Counties or parts of Counties therein included, the residence and salary of the Inspectors.

| No. | Name of the inspector and description of the district of inspection.                                                                                        | His Residence.            | Salaries of the inspectors. |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------|
|     |                                                                                                                                                             |                           | \$                          |
| 1   | J. B. F. Painchaud, Magdalen Islands.....                                                                                                                   | Magdalen Islands.....     | 125                         |
| 2   | Jos. Meagher County of Bonaventure.....                                                                                                                     | Carleton .....            | 700                         |
| 3   | T. Tremblay, County of Gaspé .....                                                                                                                          | Grand Rivier, Gaspé ..... | 600                         |
| 4   | V. Martin, County of Chicoutimi.....                                                                                                                        | Chicoutimi.....           | 500                         |
| 5   | G. Tanguay, Counties of Kamouraska, Rimouski, and Temiscouata.....                                                                                          | St. Gervais.....          | 875                         |
| 6   | S. Boivin, Counties of Charlevoix and Saguenay.....                                                                                                         | Bay St. Paul .....        | 500                         |
| 7   | John Hume, County of Megantic and part of Dorchester and Beauce .....                                                                                       | Leeds .....               | 750                         |
| 8   | F. E. Juneau, Counties of Dorchester and Lévis.....                                                                                                         | Quebec .....              | 700                         |
| 9   | F. X. Béland, Counties of Beauce and Lotbinière .....                                                                                                       | Ste. Julia .....          | 700                         |
| 10  | J. Crépault, Counties of Bellechasse, Montmagny and l'Islet .....                                                                                           | St. Valeur .....          | 750                         |
| 11  | P. M. Bardy, Counties of Quebec, Montmorency, and Portneuf, Catholic population of the City of Quebec .....                                                 | Quebec .....              | 1000                        |
| 12  | Rev. R. G. Plees, Protestant population of the City of Quebec.....                                                                                          | Quebec .....              | 250                         |
| 13  | P. Hubert, Counties of St. Maurice, Maskinongé, and Champlain.....                                                                                          | Three-Rivers .....        | 750                         |
| 14  | G. A. Bourgeois, Counties of Drummond, Arthabaska, and the Catholic Schools of Chester, Tingwick, Kingsey, and Durham.....                                  | St. Gregoire.....         | 700                         |
| 15  | B. Maurault, Counties of Nicolet and Yamaska .....                                                                                                          | Gentilly .....            | 750                         |
| 16  | H. Hubbard, Counties of Stanstead, Richmond, Compton, Wolfe, and the Protestant Schools of the Townships of Chester, Tingwick, Kingsey, and Durham.....     | Eaton .....               | 800                         |
| 17  | R. Parmelee, Counties of Missisquoi, Brome, and Shefford .....                                                                                              | Waterloo.....             | 875                         |
| 18  | J. N. A. Archambeault, Counties of Richelieu, Vercheres and Chambly .....                                                                                   | Varennes .....            | 800                         |
| 19  | C. H. Leroux, Counties of Bagot, Rouville and St. Hyacinthe .....                                                                                           | St. Simon, Bagot .....    | 800                         |
| 20  | Michel Caron, Counties of Napierville, Iberville, and St. Jean.....                                                                                         | St. Jean .....            | 700                         |
| 21  | Louis Grondin, Counties of Beauharnois, Laprairie, and Chateauguay, with the exception of the Protestant Schools of Ormstown and St. Jean Chrysostôme ..... | Laprairie .....           | 700                         |
| 22  | John Bruce, County of Huntingdon, parts of Chateauguay and Argenteuil, and the Protestant population of the City of Montreal .....                          | Huntingdon.....           | 1000                        |
| 23  | F. X. Valade, Counties of Jacques-Cartier, Hochelaga, Vaudreuil, and Soulanges, and the Catholic population of the City of Montreal .....                   | Longueuil .....           | 1000                        |
| 24  | A. D. Dorval, Counties of l'Assomption, Berthier, Joliette, and Montcalm .....                                                                              | L'Assomption .....        | 875                         |
| 25  | C. Germain, Counties of Laval, Terrebonne, Deux-Montagnes, and part of Argenteuil .....                                                                     | St. Vincent-de-Paul.....  | 750                         |
| 26  | C. B. Rouleau, Catholic population of the Counties of Pontiac and Ottawa .....                                                                              | Aylmer .....              | 550                         |
| 27  | W. Hamilton, Protestant population of the Counties of Pontiac and Ottawa .....                                                                              | Hull.....                 | 550                         |
|     | Total .....                                                                                                                                                 |                           | 19050                       |

**REPORT**  
OF THE  
**DISTRIBUTION OF THE GRANT**  
FOR SUPERIOR EDUCATION FOR 1862.

EDUCATION OFFICE,  
Montreal, 10th Jan., 1863.

To the Honorable the Provincial Secretary,  
Quebec.

SIR,—I have the honor to transmit the Report of the Distribution of the Grant for Superior Education for the year 1862.

I have followed out the advice given in the letter of the Hon. the Provincial Secretary of the 7th June, 1862, and I have limited the sums recommended to a total of \$67,989.69, which falls within the ordinary credit by the sum of \$20.21. The fund will nevertheless remain charged with the sum of \$6,041.63, being the amount overdrawn in previous years, as exhibited by the approved lists; in this I leave entirely out of the account the difficulty resulting from the insufficiency of the revenue from the estates of the Jesuits, a difficulty of which the government have invariably deferred the solution, always, however, making up the deficiency for the time being.

I must also point out the fact that there should appear to my credit, on the approved lists, a sum of \$743.90, in consequence of an error in issuing the last warrant, as stated in my letter of the 22nd February, 1862.

In order to reduce the present list to the amount above stated, I found it necessary, 1st, to grant no increase to institutions placed on the five first lists; 2nd, to place no fresh applications on the lists, except for model schools; 3rd, to effect a reduction of 2½ per cent. on the lists of grants; 4th, to place on the lists but a very limited number of model schools.

The industrial colleges of Terrebonne, Ste. Marie de Monnoir, and Rimouski have strenuously petitioned for an increase of their grant. Apart from the considerations which I have had the honor to submit to the government in my special report on the application of the college of Terrebonne, the state of the fund for superior education would not permit me to recommend any increase, this year, in behalf of these institutions, without making a considerable reduction in the share of the other classical and industrial colleges. The successive reductions which have taken place in the grants of these colleges, in consequence of the rapid increase in the number of model-schools, already furnish grounds for the utmost alarm for the future of these institutions, which, still more than the academies and model schools, would be entitled to aid from the fund for Superior Education.

I have therefore sufficient grounds to regret the fresh reduction of 2½ per cent., recommended in this report, without consenting to recommend reductions still greater, and which would apply solely to the first lists; and this would be inevitable if the augmentations claimed by these three institutions were granted.

The lists are as follows :

|             |                              |              |
|-------------|------------------------------|--------------|
| List No. 1. | Universities .....           | \$ 5,016 00. |
| "           | 2. Classical Colleges .....  | 13,509 22    |
| "           | 3. Industrial Colleges ..... | 7,711 07     |
| "           | 4. Academies for Boys .....  | 14,819 85    |
| "           | 5. Academies for Girls ..... | 10,973 78    |
| "           | 6. Model Schools.....        | 15,958 77    |
|             |                              | <hr/>        |
|             |                              | \$67,989 69  |

The following institutions, placed on the lists of previous years, having made no report, are not included in this year's list: Quebec Infant School (Upper Town); Sault-au-Récollet; St. Thomas de Joliette; St. Flacide; Albion House, N. C.; Coteau du Lac; St. Christophe; St. Jean Port Joly Boys' School; St. Henri, dis.; St. Régis; Academies of Charleton and Sutton. The Model Schools of West Brome, Magog, Lacolle and Nicolet have been struck off, by reason of irregularities in their reports, or because their teachers do not hold model school diplomas.

The new model schools for which I recommend a grant are: St. André Avellin; St. Alexandre; Blairfindie; Ste. Claire; St. Charles Bel; Cap St. Ignace; St. Anselme; Escoumains; St. Edouard, Boys' School; St. Frédéric; Iberville; St. Irénée; Plessisville (Convent); St. Sauveur, Quebec.

In almost every instance, these model schools have been established at the suggestion of the department, in thickly settled parishes, where great sacrifices have been made to procure teachers having model school diplomas.

The only increase I have felt it my duty to recommend, is that of \$76.32 for the model school at Chicoutimi, which was rendered necessary in consequence of the great sacrifices made by the inhabitants of that parish for the building of their school.

I regret that circumstances do not permit me to recommend grants for the following model schools: Carleton; L'Assomption; St. Benoît; St. Sauveur, Quebec (Convent); St. Henri, Lachine, St. Hélène, St. François-du-lac, Deschambault, Windsor, Sherrington, Ste. Ursule, St. Romuald; Montreal, St. Bonaventure-street School; Henriville, Acton, and Matane.

If these lists meet the approval of His Excellency the Governor General in Council, I beg that you will, as soon as possible, cause a warrant to issue in my favor for the sum of \$67,989.69, the amount of the lists, and moreover, \$743 90, balance due on the approved lists of 1861, forming a total of \$68,733.59.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) P. J. O. CHAUVEAU,  
Superintendent of Education.

N.B.—As will be seen by the lists, a further reduction of 1½ per cent. has been made by an Order in Council, which brings the total reduction up to 4 per cent. The sums appearing in the lists are the payments made under the Order in Council, and not the amounts which had been recommended.

TABLE of the Distribution of the Grant for Superior Education for the year 1862, in virtue of the Act 18 Vic., chap. 54.

## LIST No. 1.—UNIVERSITIES.

| NAME OF THE INSTITUTION.                                                                                                      | No. of Pupils. | Grant annual for 1861. | Grant annual for 1862. |
|-------------------------------------------------------------------------------------------------------------------------------|----------------|------------------------|------------------------|
| McGill College.....                                                                                                           | 267            | \$ cts.<br>2591 21     | \$ cts.<br>2532 90     |
| To the same, for one year's salary to the Secretary of the Royal Institution, and the messenger and for casual expenses ..... |                | 671 07                 | 671 07                 |
| Bishop's College.....                                                                                                         | 123            | 1853 73                | 1812 03                |
| Total.....                                                                                                                    |                | 5116 01                | 5016 00                |

## LIST No. 2.—CLASSICAL COLLEGES.

| NAME OF THE INSTITUTION.                                                                 | No. of Pupils. | Grant annual for 1861. | Grant annual for 1862. |
|------------------------------------------------------------------------------------------|----------------|------------------------|------------------------|
| Nicolet.....                                                                             | 219            | \$ cts.<br>1853 73     | \$ cts.<br>1812 03     |
| St. Hyacinthe.....                                                                       | 282            | 1853 73                | 1812 03                |
| Ste. Thérèse.....                                                                        | 170            | 1482 98                | 1449 64                |
| Ste. Anne Lapocatière.....                                                               | 246            | 1853 73                | 1812 03                |
| L'Assomption.....                                                                        | 160            | 1482 98                | 1449 64                |
| Ste. Marie, (Montreal).....                                                              | 225            | 1482 98                | 1449 64                |
| High School of McGill College.....                                                       | 279            | 1123 00                | 1123 00                |
| High School of Quebec, for the instruction of 30 pupils appointed by the Government..... | 130            | 1123 00                | 1123 00                |
| St. Francis, Richmond .....                                                              | 117            | 1112 23                | 1036 98                |
| Three Rivers .....                                                                       | 110            | 390 00                 | 381 23                 |
| Total.....                                                                               |                | 13768 36               | 13509 22               |

## LIST No. 3.—INDUSTRIAL COLLEGES.

| NAME OF THE INSTITUTION.     | No. of Pupils. | Grant annual for 1861. | Grant annual for 1862. |
|------------------------------|----------------|------------------------|------------------------|
| Joliette .....               | 293            | \$ cts.<br>926 87      | \$ cts.<br>889 79      |
| Masson .....                 | 312            | 926 87                 | 889 79                 |
| Notre-Dame-de-Lévis.....     | 120            | 926 87                 | 889 79                 |
| St. Michel.....              | 130            | 926 87                 | 889 79                 |
| Laval .....                  | 120            | 378 75                 | 355 92                 |
| Rigaud .....                 | 126            | 926 87                 | 889 79                 |
| Ste. Marie-de-Monnoir.....   | 198            | 468 25                 | 449 52                 |
| Ste. Marie-de-la-Beauce..... | 102            | 370 75                 | 355 92                 |
| Rimouski.....                | 104            | 370 75                 | 355 92                 |
| Lachute.....                 | 169            | 370 75                 | 177 96                 |
| Verchères.....               | 119            | 370 75                 | 355 92                 |
| Varenes.....                 | 96             | 278 06                 | 266 94                 |
| Sherbrooke.....              | 52             | 278 06                 | 266 94                 |
| Longueuil .....              | 312            | 375 91                 | 360 87                 |
| St. Laurent.....             | 164            | 500 51                 | 480 49                 |
| Total.....                   |                | 8388 89                | 7875 35                |

## LIST No. 4.—ACADEMIES FOR BOYS, OR MIXED.

| NAME OF THE INSTITUTION.                     | No. of pupils. | Annual grant |           |
|----------------------------------------------|----------------|--------------|-----------|
|                                              |                | for 1861.    | for 1862. |
|                                              |                | \$ cts.      | \$ cts.   |
| Aylmer, Cath.....                            | 60             | 250 28       | 240 27    |
| Aylmer, Prot.....                            | 38             | 250 28       | 240 27    |
| Beauharnois, St. Clément.....                | 240            | 250 28       | 240 27    |
| Bonin, St. André, Argenteuil.....            | 135            | 250 28       | 240 27    |
| Baie du Febvre.....                          | 151            | 166 85       | 160 18    |
| Baie St. Paul.....                           | 60             | 185 38       | 177 97    |
| Barnston.....                                | 212            | 166 85       | 160 18    |
| Berthier.....                                | 76             | 333 68       | 357 77    |
| Buckingham.....                              | 25             | 166 85       | 160 18    |
| Belœil.....                                  | 96             | 372 68       | 357 77    |
| Chambly.....                                 | 80             | 195 00       | 187 20    |
| Cap-Santé.....                               | 27             | 166 85       | 160 18    |
| Clarenceville.....                           | 98             | 333 68       | 320 33    |
| Clarendon.....                               | 62             | 166 85       | 160 18    |
| Coaticook.....                               | 75             | 148 30       | 142 37    |
| Cassville.....                               | 72             | 166 85       | 160 18    |
| Compton.....                                 | 62             | 166 85       | 160 18    |
| Cookshire.....                               | 60             | 166 85       | 160 18    |
| St. Cyprien.....                             | 132            | 166 85       | 160 18    |
| Danville.....                                | 98             | 250 28       | 240 27    |
| Dudswell.....                                | 42             | 166 85       | 160 18    |
| Dunham.....                                  | 71             | 333 68       | 320 33    |
| Durham, No. 1.....                           | 63             | 148 30       | 142 37    |
| St. Eustache.....                            | 124            | 250 28       | 240 27    |
| Farnham, Cath.....                           | 146            | 222 46       | 213 56    |
| Farnham, Prot.....                           | 45             | 250 28       | 240 27    |
| Freleignsburg.....                           | 48             | 222 46       | 213 56    |
| St. Colomb de Sillery.....                   | 115            | 166 85       | 160 18    |
| Ste. Foye.....                               | 32             | 166 85       | 160 18    |
| Gentilly.....                                | 80             | 166 85       | 160 18    |
| Granby.....                                  | 82             | 333 68       | 320 33    |
| Georgeville.....                             | 61             | 166 85       | 160 18    |
| St. Grégoire.....                            | 83             | 166 85       | 160 18    |
| Huntingdon.....                              | 105            | 370 75       | 355 92    |
| St. Jean Dorchester, Cath.....               | 220            | 333 68       | 320 33    |
| St. Jean Dorchester, Prot.....               | 71             | 333 68       | 320 33    |
| St. Jean, Island of Orleans.....             | 31             | 166 85       | 160 18    |
| Knowlton.....                                | 78             | 333 68       | 320 33    |
| Kamouraska.....                              | 85             | 370 75       | 355 92    |
| Laprairie.....                               | 127            | 222 46       | 213 56    |
| Lotbinière.....                              | 19             | 148 30       | 142 37    |
| L'Islet.....                                 | 92             | 250 28       | 240 27    |
| Académie commerciale, Montreal.....          | 156            | 250 28       | 240 27    |
| Montmagny.....                               | 225            | 278 04       | 266 92    |
| St. Marthe.....                              | 69             | 166 85       | 160 18    |
| Missisquoi.....                              | 56             | 255 96       | 245 63    |
| Pointe-aux-Trembles, Hochelaga.....          | 75             | 333 68       | 320 33    |
| Phillipsburg.....                            | 46             | 85 56        | 160 18    |
| Sherbrooke.....                              | 74             | 370 75       | 355 92    |
| Sorel, Cath.....                             | 256            | 333 68       | 320 33    |
| Sorel, Prot.....                             | 36             | 148 30       | 142 37    |
| Stanbridge.....                              | 133            | 250 28       | 240 27    |
| Shefford.....                                | 73             | 333 68       | 320 33    |
| Stanstead.....                               | 190            | 583 92       | 560 56    |
| St. Timothée.....                            | 100            | 148 30       | 142 37    |
| Three Rivers, Cath.....                      | 50             | 333 68       | 320 33    |
| Three Rivers, Prot.....                      | 18             | 223 40       | 214 46    |
| Vaudreuil.....                               | 84             | 166 85       | 160 18    |
| Yamachiche.....                              | 135            | 250 28       | 240 27    |
| Commercial and Literary Academy, Quebec..... | 60             | 166 85       | 160 18    |
| St. André d'Argenteuil.....                  | 80             | 97 50        | 93 60     |
| Roxton.....                                  | 70             | 146 25       | 140 40    |

## LIST No. 5.—ACADEMIES FOR GIRLS.

| NAME OF THE INSTITUTION.                        | No. of pupils. | Annual grant |           |
|-------------------------------------------------|----------------|--------------|-----------|
|                                                 |                | for 1861.    | for 1862. |
|                                                 |                | \$           | cts.      |
| Ste. Anne-de-la-Pérade.....                     | 156            | 148          | 30        |
| St. Ambroise de Kildare.....                    | 110            | 97           | 50        |
| L'Assomption.....                               | 160            | 143          | 30        |
| St. Aimé.....                                   | 49             | 125          | 11        |
| Bas St. Paul.....                               | 18             | 125          | 11        |
| Belœil.....                                     | 110            | 97           | 50        |
| Boucherville.....                               | 80             | 97           | 50        |
| Les Cèdres.....                                 | 67             | 97           | 50        |
| Chambly.....                                    | 120            | 166          | 85        |
| St. Césaire.....                                | 172            | 139          | 04        |
| Ste. Croix.....                                 | 72             | 166          | 85        |
| Cowansville.....                                | 48             | 166          | 85        |
| St. Charles, Industry.....                      | 272            | 222          | 46        |
| Châteauguay.....                                | 109            | 97           | 50        |
| St. Clément.....                                | 242            | 166          | 85        |
| St. Cyprien.....                                | 166            | 97           | 50        |
| St. Denis.....                                  | 130            | 97           | 50        |
| Ste. Elizabeth.....                             | 135            | 222          | 46        |
| St. Eustache.....                               | 97             | 100          | 12        |
| St. Grégoire.....                               | 202            | 250          | 28        |
| Ste. Geneviève.....                             | 79             | 97           | 50        |
| St. Henri-de-Mascouche.....                     | 104            | 97           | 50        |
| St. Hilaire.....                                | 83             | 97           | 50        |
| St. Jacques.....                                | 90             | 333          | 68        |
| St. Hyacinthe, Sisters of Charity.....          | 242            | 143          | 30        |
| St. Hyacinthe, Sisters of the Presentation..... | 220            | 143          | 30        |
| L'Islet.....                                    | 65             | 143          | 30        |
| L'Île-Verte.....                                | 134            | 146          | 25        |
| St. Jean Dorchester.....                        | 365            | 250          | 28        |
| St. Jacques de l'Achigan.....                   | 171            | 222          | 46        |
| St. Joseph de Lévis.....                        | 252            | 333          | 68        |
| Kacoua.....                                     | 100            | 185          | 38        |
| Kamouraska.....                                 | 119            | 166          | 85        |
| Laprairie.....                                  | 133            | 97           | 50        |
| Longueuil.....                                  | 351            | 333          | 68        |
| St. Lin.....                                    | 153            | 97           | 50        |
| St. Laurent.....                                | 144            | 222          | 46        |
| Longue-Pointe.....                              | 50             | 166          | 85        |
| Montreal, board of 12 deaf mutes.....           | 54             | 468          | 00        |
| Ste. Marie-de-Monnoir.....                      | 140            | 166          | 85        |
| St. Marie de la Beauce.....                     | 108            | 185          | 38        |
| St. Martin.....                                 | 85             | 97           | 50        |
| St. Michel de Bellechasse.....                  | 72             | 250          | 28        |
| St. Nicolas.....                                | 40             | 97           | 50        |
| St. Paul de l'Industrie.....                    | 72             | 97           | 50        |
| Pointe Claire.....                              | 52             | 97           | 50        |
| Pointe-aux-Trembles, Hochelaga.....             | 120            | 222          | 46        |
| Pointe-aux-Trembles, Portneuf.....              | 127            | 222          | 46        |
| Rivière-Ouelle.....                             | 96             | 191          | 35        |
| Rimouski.....                                   | 109            | 250          | 28        |
| Ste. Scholastique.....                          | 150            | 111          | 23        |
| Sherbrooke.....                                 | 143            | 333          | 68        |
| Forel.....                                      | 381            | 222          | 46        |
| Ste. Thérèse.....                               | 143            | 97           | 50        |
| St. Thomas-de-Pierreville.....                  | 70             | 166          | 85        |
| St. Thimothée.....                              | 120            | 143          | 30        |
| St. Thomas, Montmagny.....                      | 192            | 250          | 28        |
| Varennes.....                                   | 64             | 186          | 23        |
| Yamachiche.....                                 | 80             | 166          | 85        |
| St. Benoit.....                                 | 94             | 166          | 85        |
| Waterloo.....                                   | 41             | 97           | 50        |
| Three Rivers.....                               | 222            | 250          | 28        |
| Ste. Famille.....                               | 72             | 214          | 35        |
| Terrebonne.....                                 | 144            | 97           | 50        |
| Trois-Pistoles, No. 1.....                      | 61             | 146          | 25        |
| Vaudreuil.....                                  | 103            | 97           | 50        |
| Total.....                                      |                |              | 10776 71  |

## PANEL No. 6.—MODEL SCHOOLS.—Continued

| NAME OF THE INSTITUTION.                                                                | No. pupils. | Annual grant |           |
|-----------------------------------------------------------------------------------------|-------------|--------------|-----------|
|                                                                                         |             | for 1861.    | for 1862. |
|                                                                                         |             | \$           | cts.      |
| St. Andrew's School, Quebec .....                                                       | 71          | 560          | 88        |
| British and Canadian School Society, Montreal .....                                     | 128         | 741          | 49        |
| Colonial Church and School Society, Sherbrooke .....                                    | 120         | 185          | 38        |
| British and Canadian School Society, Quebec .....                                       | 202         | 811          | 69        |
| National School, Quebec .....                                                           | 160         | 411          | 94        |
| Pointe St. Charles, Montreal .....                                                      | 118         | 274          | 23        |
| Education Society, Quebec .....                                                         | 515         | 1038         | 09        |
| Education Society, Three Rivers .....                                                   | 290         | 558          | 70        |
| Free School in connection with the American Presbyterian School Society, Montreal ..... | 140         | 370          | 75        |
| Colonial, Church and School Society, Montreal .....                                     | 1238        | 741          | 49        |
| Lorette, School for girls .....                                                         |             | 139          | 05        |
| Lorette, School for boys .....                                                          |             | 139          | 05        |
| Stanford .....                                                                          | 36          | 58           | 50        |
| St. François, Indian School .....                                                       | 20          | 185          | 38        |
| Quebec, Lower Town, Infant School .....                                                 |             | 185          | 38        |
| St. Jacques, Montreal .....                                                             | 609         | 926          | 87        |
| The Catholic Commissioners, Quebec .....                                                | 565         | 370          | 75        |
| Deschambault .....                                                                      | 56          | 166          | 85        |
| St. Constant .....                                                                      | 108         | 125          | 11        |
| St. Jacques-le-Mineur .....                                                             | 150         | 125          | 11        |
| Pointe-Claire .....                                                                     | 45          | 166          | 85        |
| Lachine .....                                                                           | 115         | 78           | 00        |
| Cote-des-Neiges .....                                                                   | 77          | 78           | 00        |
| St. Antoine de Tilly .....                                                              | 40          | 78           | 00        |
| St. Edouard de Napierville .....                                                        | 110         | 78           | 00        |
| Ste. Philomène .....                                                                    | 92          | 78           | 00        |
| St. François du Lac .....                                                               | 110         | 78           | 00        |
| Laprairie .....                                                                         | 64          | 78           | 00        |
| Lacolle .....                                                                           |             | 78           | 00        |
| Coteau St. Louis .....                                                                  | 90          | 78           | 00        |
| Rivière-du-Loup .....                                                                   | 78          | 78           | 00        |
| Ste. Anne-de-la-Pérade .....                                                            | 94          | 78           | 00        |
| St. Romuald de Lévis .....                                                              | 120         | 78           | 00        |
| St. Charles, St. Hyacinthe .....                                                        | 128         | 78           | 00        |
| St. Grégoire .....                                                                      | 60          | 78           | 00        |
| St. Henri, Hochelaga .....                                                              | 135         | 78           | 00        |
| Beauport .....                                                                          | 90          | 78           | 00        |
| St. André, Kamouraska .....                                                             | 64          | 78           | 00        |
| Ste. Anne-des-Plaines .....                                                             | 97          | 78           | 00        |
| St. Césaire .....                                                                       | 155         | 73           | 00        |
| St. Joachim, Two Mountains .....                                                        | 135         | 78           | 00        |
| Boucherville .....                                                                      | 115         | 78           | 00        |
| Lachine, diss. .....                                                                    | 60          | 78           | 00        |
| Malbaie .....                                                                           | 54          | 78           | 00        |
| St. Hermas .....                                                                        | 58          | 78           | 00        |
| Ste. Rose .....                                                                         | 100         | 78           | 00        |
| St. Denis, Kamouraska .....                                                             | 96          | 78           | 00        |
| St. Hyacinthe .....                                                                     | 271         | 78           | 00        |
| Chicoutimi .....                                                                        | 135         | 78           | 00        |
| St. Séverin .....                                                                       | 72          | 78           | 00        |
| St. Pierre, Rivière du Sud .....                                                        | 29          | 78           | 00        |
| Bury .....                                                                              | 62          | 78           | 00        |
| Châteauguay .....                                                                       | 66          | 78           | 00        |
| St. Hilaire .....                                                                       | 54          | 78           | 00        |
| Ste. Scholastique .....                                                                 | 72          | 78           | 00        |
| St. Joseph de Lévis .....                                                               | 180         | 78           | 00        |
| St. Michel Archange .....                                                               | 104         | 78           | 00        |
| St. Jean-des-Chaillons .....                                                            | 46          | 78           | 00        |
| St. Gervais .....                                                                       | 36          | 78           | 00        |
| St. Nicolas, Lévis .....                                                                | 28          | 78           | 00        |
| St. Isidore .....                                                                       | 72          | 78           | 00        |
| St. Henri de Lauzon .....                                                               | 64          | 78           | 00        |
| Grande-Baie .....                                                                       | 84          | 78           | 00        |
| Sommerset .....                                                                         | 42          | 168          | 85        |
| Ste. Geneviève de Batiscan .....                                                        | 91          | 78           | 00        |

## PANEL No. G.—MODEL SCHOOLS.—Continued.

| NAME OF THE INSTITUTION.                                        | No. pupils. | Annual grant for 1861. | Annual grant for 1862. |
|-----------------------------------------------------------------|-------------|------------------------|------------------------|
| St. Valentin.....                                               | 74          | 58 50                  | 56 16                  |
| St. Vincent-de-Paul.....                                        | 41          | 58 50                  | 56 16                  |
| St. Martine.....                                                | 131         | 58 50                  | 56 16                  |
| Bécancour.....                                                  | 50          | 58 50                  | 56 16                  |
| St. Hubert.....                                                 | 63          | 58 50                  | 56 16                  |
| St. Jérôme.....                                                 | 45          | 58 50                  | 56 16                  |
| St. Gertrude.....                                               | 33          | 78 00                  | 74 88                  |
| St. Charles, Bellechasse.....                                   | 101         | 78 00                  | 74 88                  |
| St. George de Cacouna.....                                      | 111         | 58 50                  | 56 16                  |
| Pointe-aux-Trembles, Portneuf.....                              | 65          | 78 00                  | 74 88                  |
| St. Cécile, Beauharnois.....                                    | 107         | 78 00                  | 74 88                  |
| Eboulements.....                                                | 70          | 78 00                  | 74 88                  |
| Prot. Model School, Panet street, Montreal.....                 | 243         | 78 00                  | 74 88                  |
| St. Pierre-les-Becquets.....                                    | 50          | 58 50                  | 56 16                  |
| St. Laurent, Montmorency.....                                   | 92          | 78 00                  | 74 88                  |
| Rawdon.....                                                     | 70          | 78 00                  | 74 88                  |
| St. Gervais, (convent).....                                     | 70          | 78 00                  | 74 88                  |
| Notre-Dame-de-la-Victoire, Lévis.....                           | 180         | 78 00                  | 74 88                  |
| Rigaud, (convent).....                                          | 120         | 78 00                  | 74 88                  |
| St. Vincent-de-Paul, Sisters of Charity.....                    | 120         | 78 00                  | 74 88                  |
| Ecole de la Visitation, Quebec Suburbs, Montreal.....           | 800         | 78 00                  | 74 88                  |
| St. Jean-Port-Joly, School for girls.....                       | 24          | 78 00                  | 74 88                  |
| Lacolle, diss.....                                              | 96          | 78 00                  | 74 88                  |
| St. Anne, No. 2, Kamouraska.....                                | 110         | 58 50                  | 56 16                  |
| Melbourne, Academy for girls.....                               |             | 78 00                  | 74 88                  |
| Ger. Prot. School, Montreal.....                                | 67          | 58 50                  | 56 16                  |
| Pointe-du-Lac.....                                              | 84          | 78 00                  | 74 88                  |
| Cap-Rouge.....                                                  | 100         | 78 00                  | 74 88                  |
| St. Edouard, Témiscouata, girls' school.....                    | 117         | 78 00                  | 74 88                  |
| Château-Richer.....                                             | 48          | 78 00                  | 74 88                  |
| Lotbinière.....                                                 | 35          | 75 00                  | 74 88                  |
| Rivière-Ouelle.....                                             | 37          | 78 00                  | 74 88                  |
| St. Narcisse.....                                               | 80          | 78 00                  | 74 88                  |
| St. Paschal.....                                                | 90          | 78 00                  | 74 88                  |
| St. Famille, Island of Orleans.....                             | 53          | 78 00                  | 74 88                  |
| St. Foye.....                                                   | 104         | 78 00                  | 74 88                  |
| St. Stanislas.....                                              | 95          | 78 00                  | 74 88                  |
| Leeds.....                                                      | 48          | 78 00                  | 74 88                  |
| St. Henri-de-Masouchoe.....                                     | 24          | 78 00                  | 74 88                  |
| Ecurcuils.....                                                  | 118         | 58 50                  | 56 16                  |
| St. Jean-Chrysostôme, No. 2.....                                | 132         | 58 50                  | 56 16                  |
| Rivière-des-Prairies.....                                       | 25          | 58 50                  | 56 16                  |
| St. Louis-de-Gonzague.....                                      | 128         | 58 50                  | 56 16                  |
| St. Léon.....                                                   | 82          | 58 50                  | 56 16                  |
| St. Aimé.....                                                   | 147         | 78 00                  | 74 88                  |
| St. Patrick's Catholic School, Point St. Charles, Montreal..... | 65          | 78 00                  | 74 88                  |
| St. John's Suburbs, Quebec.....                                 | 93          | 78 00                  | 74 88                  |
| St. André Avellip.....                                          | 82          |                        | 74 88                  |
| St. Alexandre, Iberville.....                                   | 52          |                        | 74 88                  |
| L'Acadie.....                                                   | 130         |                        | 74 88                  |
| St. Claire, Dorchester.....                                     | 108         |                        | 74 88                  |
| St. Charles, Bellechasse.....                                   | 70          |                        | 74 88                  |
| Cap St. Ignace, Montmagny.....                                  | 90          |                        | 74 88                  |
| St. Anselme, Dorchester.....                                    | 106         |                        | 74 88                  |
| Escoumains.....                                                 | 40          |                        | 74 88                  |
| St. Edouard, Témiscouata, boys.....                             | 87          |                        | 74 88                  |
| St. Frédéric, Drummond.....                                     | 61          |                        | 74 88                  |
| Iberville.....                                                  | 170         |                        | 74 88                  |
| St. Irénée.....                                                 | 68          |                        | 74 88                  |
| St. Philippe.....                                               | 72          | 78 00                  | 74 88                  |
| St. Calixte de Sommerset, (convent).....                        | 120         |                        | 74 88                  |
| St. Sauveur, Quebec.....                                        | 78          |                        | 74 88                  |
| St. Roch de L'Achigan.....                                      | 80          |                        | 74 88                  |
| Total.....                                                      |             |                        | 15,942 02              |

TABLE of the distribution of the Supplementary Aid to poor Municipalities, for 1862.

| Counties.    | Municipalities.         | Reasons for granting Supplementary Aid, and for establishing amount granted to each Municipality. | Ordinary annual grant. | Amount of assessment collected. | Supplementary aid prayed for. | Supplementary aid accorded. |
|--------------|-------------------------|---------------------------------------------------------------------------------------------------|------------------------|---------------------------------|-------------------------------|-----------------------------|
|              |                         |                                                                                                   | \$ cts.                | \$ cts.                         | \$ cts.                       | \$ cts.                     |
| Argenteuil   | Township of Morin       | New settlement and poor. Has built a school house.                                                | 51 32                  | 110 00                          | 30 00                         | 30 00                       |
| do           | Mille Isles             | do do do \$80                                                                                     | 63 54                  | 165 46                          | 34 00                         | 30 00                       |
| do           | Gore and Wentworth      | Population scattered and poor. Repairs of school, \$20                                            | 89 66                  | 280 00                          | 34 00                         | 30 00                       |
| Arkhabska.   | St. Léonard             | New settlement and poor                                                                           |                        | 55 00                           |                               | 28 00                       |
| do           | Sto. Public             | do                                                                                                | 16 11                  | 56 00                           | 30 00                         | 28 00                       |
| do           | Chester, West           | do Has built a school \$120                                                                       | 84 90                  | 296 00                          | 60 00                         | 30 00                       |
| do           | Chester, East           | do Has established a new school.                                                                  | 88 98                  | 120 00                          | 50 00                         | 30 00                       |
| do           | Sto. Clothac            | do do                                                                                             | 21 36                  | 68 00                           | 80 00                         | 25 00                       |
| do           | St. Valère de Balstrade | do Has built a school house \$160                                                                 | 55 28                  | 76 60                           | 30 00                         | 30 00                       |
| do           | St. Médard de Warwick   | do Repaired its school houses                                                                     |                        | 200 00                          | 80 00                         | 30 00                       |
| do           | do                      | Is still new. Has built a school house                                                            | 150 46                 | 138 71                          | 34 00                         | 20 00                       |
| do           | St. Vinesias            | do do three do \$395                                                                              | 37 30                  | 76 00                           | 80 00                         | 28 00                       |
| do           | St. Albert              | do Exhibits great zeal                                                                            | 20 58                  | 76 50                           |                               | 28 00                       |
| Fonayventure | do                      | Poor and scant population. Built a school house                                                   | 43 82                  | 160 00                          | 60 00                         | 28 00                       |
| do           | Shoobred                | do and maintains four schools                                                                     | 92 30                  | 200 00                          | 80 00                         | 30 00                       |
| do           | Mann                    | do and requires to build a school house                                                           | 80 52                  | 112 00                          | 120 00                        | 20 00                       |
| do           | Port-Daniel             | do and maintains three schools.                                                                   | 130 58                 | 160 00                          | 80 00                         | 28 00                       |
| do           | Nouvelle                | do four do                                                                                        | 84 18                  | 250 00                          | 80 00                         | 28 00                       |
| do           | Métabédac               | do three do and two schools to build                                                              | 93 94                  | 164 00                          | 50 00                         | 28 00                       |
| do           | Ristigouche             | do do do                                                                                          |                        |                                 |                               |                             |
| do           | New Richmond            | do four do Repaired three schools, \$100                                                          | 170 70                 | 179 00                          | 80 90                         | 25 00                       |
| Bellechasse. | do                      | do three do                                                                                       |                        | 300 00                          | 60 00                         | 18 00                       |
| do           | Ristigouche, Indians    | do do do                                                                                          | 60 00                  | 20 00                           |                               | 40 00                       |
| Beauce       | Buckland and Mailbox    | Very poor and unable to contribute                                                                | 90 44                  | 100 00                          | 60 00                         | 30 00                       |
| do           | St. Frédéric            | Quite new settlement and poor.                                                                    | 169 58                 | 232 00                          | 80 00                         | 30 00                       |
| do           | Aylmer                  | New and poor. Supports four schools                                                               | 97 78                  | 227 88                          | 60 00                         | 30 00                       |
| do           | Forsyth                 | do do three do                                                                                    | 76 54                  | 96 00                           | 40 00                         | 30 00                       |
| do           | St. Ephrem              | do do two do                                                                                      | 93 72                  | 200 00                          | 40 00                         | 30 00                       |
| do           | St. Victor              | do do three do Repaired its school houses                                                         | 141 08                 | 240 00                          | 40 00                         | 30 00                       |
| do           | Melgarnette             | do do three do                                                                                    | 44 54                  | 78 00                           | 49 64                         | 30 00                       |
| do           | Lambton                 | Wants to open its schools                                                                         | 99 48                  | 183 00                          | 40 00                         | 28 00                       |
| Bapt         | Soraba (St. Ephrem)     | Supports two schools                                                                              | 103 86                 | 512 99                          | 60 00                         | 30 00                       |
| do           | Bonnaventure            | do do three do                                                                                    | 105 24                 | 107 71                          | 80 00                         | 28 00                       |
| Erme         | Bolton, diss            | do do do                                                                                          | 71 48                  | 288 00                          | 80 00                         | 30 00                       |
| Chicoutimi   | Lacarrière              | Very poor and supports three schools                                                              | 92 26                  | 300 00                          | 80 00                         | 30 00                       |
|              |                         | New and poor. Supports three schools                                                              |                        |                                 |                               |                             |

TABLE of the distribution of the Supplementary Aid to poor Municipalities, &c.—Continued.

| Counties,  | Municipalities.      | Reasons for granting Supplementary Aid, and for establishing amount granted to each Municipality. | Ordinary annual grant. | Amount of assessment collected. | Supplementary aid prayed for. | Supplementary aid accorded. |
|------------|----------------------|---------------------------------------------------------------------------------------------------|------------------------|---------------------------------|-------------------------------|-----------------------------|
|            |                      |                                                                                                   | \$ cts.                | \$ cts.                         | \$ cts.                       | \$ cts.                     |
| Chicoutimi | Harvey               | New and poor. Repaired its schools                                                                | 43 40                  | 130 00                          | 40 00                         | 30 00                       |
| do         | Anse St. Jean        | New and very poor                                                                                 | 39 34                  | 40 00                           | 40 00                         | 30 00                       |
| do         | St. Joseph           | do Supports 2 schools                                                                             | 69 04                  | 180 00                          | 60 00                         | 30 00                       |
| do         | Grande-Baie          | do do 4 do                                                                                        | 147 86                 | 207 87                          | 100 00                        | 30 00                       |
| do         | Onitcheouan          | do do 2 do                                                                                        | 45 58                  | 160 00                          | 60 00                         | 30 00                       |
| do         | Chicoutimi, Village  | Has made great efforts and built 1 school, value, \$1600.                                         | 90 66                  | 512 00                          | 200 00                        | 40 00                       |
| do         | Bagotville, Village  | Newly erected and has built a model-school                                                        | 48 62                  | 169 66                          | 60 00                         | 28 00                       |
| do         | Beauville            | Poor and supports six schools                                                                     | 149 80                 | 600 00                          | 120 00                        | 30 00                       |
| Compton    | St. Romain, Winslow  | New and poor. Supports 3 schools and has built 2 school houses                                    | 109 62                 | 132 00                          | 40 00                         | 30 00                       |
| do         | Westbury             | do and makes great sacrifices                                                                     | 104 46                 | 360 00                          | 40 00                         | 30 00                       |
| do         | Clifton              | do Supports 3 schools                                                                             | 33 58                  | 202 84                          | 40 00                         | 30 00                       |
| do         | Whitton, Marston and | do do 5 do                                                                                        | 61 50                  | 140 00                          | 50 00                         | 30 00                       |
| do         | Hampton              | do do 3 do                                                                                        | 57 88                  | 154 00                          | 40 00                         | 30 00                       |
| do         | Newport and Auckland | do do 4 do                                                                                        | 45 56                  | 292 00                          | 40 00                         | 30 00                       |
| do         | Hereford             | do do 6 do                                                                                        | 41 38                  | 136 00                          | 60 00                         | 30 00                       |
| Champlain  | Batisseau            | Poor and supports 4 schools                                                                       | 121 61                 | 163 24                          | 40 00                         | 25 00                       |
| do         | Mont-Carmel          | Newly erected and poor                                                                            | 55 62                  | 213 00                          | 80 00                         | 28 00                       |
| do         | St. Prosper          | Poor and supports 3 schools                                                                       | 116 22                 | 116 22                          | 80 00                         | 28 00                       |
| do         | St. Nérée            | do do                                                                                             | 110 66                 | 175 50                          | 80 00                         | 28 00                       |
| do         | St. Maurice (diss.)  | Scant population. Built 1 school house                                                            | 14 26                  | 48 00                           | 80 00                         | 18 00                       |
| Charlevoix | Settrington          | New and very poor                                                                                 | 61 04                  | 7 00                            | 40 00                         | 30 00                       |
| do         | St. Irénée           | Poor and supports 3 schools                                                                       | 112 82                 | 280 00                          | 65 00                         | 28 00                       |
| do         | St. Urbain           | do do                                                                                             | 86 62                  | 143 50                          | 50 00                         | 28 00                       |
| do         | St. Agnès            | do do 4 do                                                                                        | 149 68                 | 265 00                          | 80 00                         | 28 00                       |
| do         | Petite-Rivière       | do do 2 do                                                                                        | 82 30                  | 92 00                           | 80 00                         | 28 00                       |
| do         | St. Fidèle           | do do 3 do                                                                                        | 94 52                  | 180 00                          | 60 00                         | 25 00                       |
| do         | De Sales             | Quite a new settlement and poor                                                                   | 45 60                  | 45 00                           | 40 00                         | 20 00                       |
| do         | De-ux-Coudres        | Thinly settled and supports 3 schools                                                             | 79 14                  | 160 00                          | 50 00                         | 23 00                       |
| do         | St. Placide          | Poor and supports 3 schools. Built a school house                                                 | 19 00                  | 30 00                           | 40 00                         | 23 00                       |
| Chaudière  | Orms-town (diss.)    | do do 5 do one a model school                                                                     | 101 80                 | 333 60                          | 120 00                        | 30 00                       |
| do         | St. Colomban         | Quite recently erected                                                                            | 167 20                 | 423 00                          | 20 00                         | 30 00                       |
| do         | St. Placide          | Scattered and poor                                                                                | 93 28                  | 358 48                          | 50 00                         | 30 00                       |
| do         | St. Carville         | Poor and supports 3 schools                                                                       | 182 24                 | 100 00                          | 40 00                         | 30 00                       |
| Dorchester | St. Edouard          | Poor and has built a large building for two schools                                               |                        |                                 |                               |                             |

|            |                          |                                                                               |        |        |        |       |
|------------|--------------------------|-------------------------------------------------------------------------------|--------|--------|--------|-------|
| do         | St. Malachie             | do and supports 3 schools                                                     | 153 98 | 120 00 | 40 00  | 30 00 |
| Drummond   | St. Germain              | do do 5 do                                                                    | 177 84 | 297 00 | 80 00  | 30 00 |
| do         | St. Frédéric             | do do 6 do                                                                    | 143 58 | 745 60 | 80 00  | 40 00 |
| do         | Durham No. 2             | do do 3 do                                                                    | 90 48  | 97 00  | 80 00  | 28 00 |
| do         | Wickham                  | do do 5 do                                                                    | 97 78  | 535 70 | 80 00  | 30 00 |
| do         | Durham No. 1 (diss.)     | do do scattered population                                                    | 20 00  | 90 00  | 100 00 | 20 00 |
| Gaspé      | Newport                  | Poor, and trusting nearly exclusively to fishing, which has been unsuccessful |        |        |        |       |
| do         | Pabos                    | do do do do                                                                   | 46 92  | 100 00 | 40 00  | 28 00 |
| do         | Gaspé Bay, North         | do do do do                                                                   | 85 24  | 347 22 | 80 00  | 28 00 |
| do         | Grande-Grave             | do do do do                                                                   | 35 74  | 80 00  | 48 00  | 20 00 |
| do         | Percé                    | do do do do                                                                   | 79 90  | 125 35 | 60 00  | 28 00 |
| do         | York and Haldimand       | Makes great sacrifices and supports 6 schools. 3 schools to build             | 307 50 | 832 00 | 120 00 | 30 00 |
| Gaspé      | Cap-Désespoir            | Poor and thinly settled                                                       | 32 34  | 111 00 | 25 00  | 25 00 |
| do         | Gaspé Bay, South         | Poor and thinly settled; detached from Percé                                  | 58 78  | 220 00 | 200 00 | 28 00 |
| do         | Mont-Louis               | do do shows great zeal                                                        | 22 62  | 99 00  | 16 00  | 28 00 |
| do         | Grande-Rivière           | Greatest zeal. Good schools                                                   | 99 36  | 320 00 | 80 00  | 28 00 |
| do         | Rivière-au-Renard        | Poor and supports 2 schools                                                   | 100 84 | 128 00 | 60 00  | 28 00 |
| do         | Île Bonaventure          | Poor, isolated and thinly settled                                             | 20 30  | 88 06  | 20 00  | 20 00 |
| Hochelaga  | Coteau St. Louis (diss.) | Very few settlers                                                             | 44 00  | 163 00 | 120 00 | 20 00 |
| Huntingdon | Huntingdon (diss.)       | Very poor                                                                     | 40 00  | 90 00  | 80 00  | 30 00 |
| do         | St. Aubert               | New and poor municipality. Supports 9 schools                                 | 149 86 | 252 00 | 60 00  | 30 00 |
| Joliette   | St. Métrix               | Quite recently erected. Poor                                                  | 35 00  | 89 00  | 40 00  | 28 00 |
| do         | St. Ambroise (diss.)     | Few settlers. Scattered and poor                                              | 67 60  | 94 57  | 40 00  | 30 00 |
| Kamouraska | Mont-Carmel              | Poor and supports 3 schools                                                   | 143 58 | 200 00 | 80 00  | 30 00 |
| do         | St. Hélène               | do do 5 do Repaired school house                                              | 89 00  | 172 00 | 50 00  | 30 00 |
| do         | St. Onésime              | Poor and new. Supports 4 schools                                              | 136 14 | 240 00 | 100 00 | 30 00 |
| do         | St. Alexandre            | Makes great efforts to support good schools                                   | 115 88 | 218 00 | 40 00  | 30 00 |
| Lothbriard | St. Flavien              | do do supports 4 schools                                                      | 136 00 | 136 00 | 30 00  | 30 00 |
| do         | St. Gilles               | do do do 3 do                                                                 | 48 00  | 72 00  | 20 00  | 25 00 |
| do         | St. Agapit               | do do do 5 do                                                                 | 120 10 | 191 00 | 60 00  | 25 00 |
| do         | St. Lambert              | do do do crops destroyed by frost                                             | 186 08 | 202 75 | 80 00  | 25 00 |
| do         | St. Jérôme               | do do supports 7 schools                                                      | 99 66  | 272 00 | 100 00 | 25 00 |
| do         | Échemin, Village         | Has made great repairs to school house. One school on large scale             | 185 04 | 183 00 | 80 00  | 25 00 |
| do         | Bothier                  | Supports 3 schools                                                            | 88 28  | 93 51  | 50 00  | 25 00 |
| do         | Île-aux-Grues            | do 2 do                                                                       | 69 76  | 72 00  | 50 00  | 25 00 |
| do         | Lava                     | Very poor. Supports 2 schools                                                 | 99 00  | 110 00 | 25 00  | 25 00 |
| do         | St. Pérol                | do do About to build 1 school house                                           | 158 04 | 228 00 | 50 00  | 30 00 |
| Mégantic   | St. Julio                | New and supports 4 schools. Built 2 school houses                             | 48 00  | 72 00  | 40 00  | 20 00 |
| do         | St. Jean                 | do do do 3 do                                                                 | 120 10 | 191 00 | 60 00  | 25 00 |
| do         | Inverness (diss.)        | do do do 1 do                                                                 | 189 62 | 202 75 | 80 00  | 25 00 |
| Maskinongé | St. Paulin               | do do 5 do                                                                    | 160 64 | 250 00 | 70 00  | 25 00 |
| do         | St. Paulin               | do do do                                                                      | 61 50  | 76 60  | 40 00  | 20 00 |
| do         | St. Dada                 | do do 5 do                                                                    | 113 62 | 269 28 | 30 00  | 30 00 |
| do         | Chertsey                 | do and very poor                                                              | 92 92  | 235 00 | 40 00  | 30 00 |
| do         | St. Gertrude             | do supports 6 schools                                                         | 43 98  | 298 00 | 40 00  | 30 00 |
| Nicolet    | St. Monique No. 2        | Thinly settled and poor                                                       | 67 50  | 132 00 | 80 00  | 50 00 |
| do         | St. Monique No. 1        | Poor. Population scattered. Supports 4 schools                                |        |        |        |       |
| Ottawa     | Eardley                  | do do do 3 do                                                                 |        |        |        |       |
| do         | Low                      | do do do                                                                      |        |        |        |       |
| Pontiac    | Sheen                    | do do do                                                                      |        |        |        |       |
| Portneuf   | Cap-Rouge                | do Have to pay a judgment of \$744                                            |        |        |        |       |



## LIST of Pensions granted for 1861 to Retired Teachers.

|                               | \$ cts. |                               | \$ cts. |
|-------------------------------|---------|-------------------------------|---------|
| Addle Bouchard.....           | 21 39   | Daniel Watters.....           | 11 00   |
| Pierre Boucher.....           | 19 25   | Démérise Raymond.....         | 9 16    |
| J. Beers.....                 | 13 75   | Isidore Manseau.....          | 14 66   |
| Alexis Bouchard.....          | 11 91   | Anna Reeco.....               | 9 16    |
| Jos. Belleau.....             | 16 81   | Elisabeth Gagné.....          | 16 50   |
| Melle. J. B. Blanchard.....   | 16 50   | Hedwidge Dupont.....          | 16 50   |
| Louis Bolduc.....             | 13 75   | Madame veuve Dastou.....      | 3 66    |
| H. P. Bernard.....            | 7 33    | Marguerite Young.....         | 7 33    |
| Madame Louise Bérubé.....     | 11 91   | Flore Pelletier.....          | 12 83   |
| Melle. E. Brown.....          | 15 95   | Adèle Rivard.....             | 9 16    |
| Melle. G. P. Bélaire.....     | 15 72   | Thersile Pothier.....         | 7 33    |
| Andrew Clarke.....            | 15 58   | André Gagnon.....             | 11 00   |
| Melle. Esther Clément.....    | 13 75   | J. C. Pacaud.....             | 18 33   |
| Arch. Campbell.....           | 7 33    | Marguerite Dupuis.....        | 11 00   |
| Madame C. Chèvrefeils.....    | 7 33    | Reine Beaubien.....           | 5 50    |
| E. Dillon.....                | 12 83   | Wm. Holtby.....               | 5 50    |
| Marguerite Dorion.....        | 16 81   | Melle. H. E. Roy.....         | 5 50    |
| Robt. Dupont.....             | 18 33   | Caroline Rankin.....          | 18 33   |
| Madame Geneviève Fluctte..... | 16 57   | Melle. A. Butler.....         | 18 33   |
| Melle. Julie Fournier.....    | 16 81   | Melle. Z. Lalande.....        | 18 33   |
| P. J. Galbin.....             | 8 46    | Maurice Racicot.....          | 18 33   |
| Melle. A. Gilman.....         | 16 50   | Melle. M. Fournier.....       | 18 33   |
| P. Guay.....                  | 9 16    | John Hughes.....              | 18 33   |
| John Halpin.....              | 9 16    | F. Renaud.....                | 16 50   |
| J. B. Langlade.....           | 13 50   | Melle. A. Casault.....        | 18 33   |
| Madame E. Landry.....         | 15 79   | Melle. F. Sénéchal.....       | 18 33   |
| J. Lacasse.....               | 7 33    | Melle. Elisabeth Pâquet.....  | 18 33   |
| J. B. Leclaire.....           | 10 47   | Joseph Gagnon.....            | 18 33   |
| P. J. Mathon.....             | 8 25    | Adam Ross.....                | 11 00   |
| F. X. Morris.....             | 15 58   | Claire Watters.....           | 7 33    |
| L. De Montigny.....           | 7 33    | Marie Lamontagne.....         | 12 83   |
| L. T. St. Michel.....         | 15 90   | Elisa Robin.....              | 18 33   |
| Melle. J. Malherbe.....       | 17 11   | John McManus.....             | 18 33   |
| Melle C. Michaud.....         | 15 48   | Melle. M. Sénéchal.....       | 14 66   |
| Mde. Clarke.....              | 15 42   | Louis Boucher.....            | 18 33   |
| J. R. Maigrette.....          | 11 00   | Ursule Bouffard.....          | 21 39   |
| Melle. V. Pélerin.....        | 15 72   | Virginie Buteau.....          | 21 39   |
| Melle. O. Richard.....        | 16 80   | Wm. Colgan.....               | 21 39   |
| E. Soucy.....                 | 8 25    | Charles Dolbigny.....         | 21 39   |
| J. De Tonnancour.....         | 8 46    | Louise Demers.....            | 21 39   |
| J. L. Wolfe.....              | 14 66   | Clémence Frégeau.....         | 21 39   |
| Joseph Proulx.....            | 15 48   | E. Lajeunesse.....            | 14 25   |
| Geo. Gray.....                | 16 50   | Hannah Mitchell.....          | 21 39   |
| Melle. C. Badeaux.....        | 8 25    | Walter McVicar.....           | 21 39   |
| John Caffery.....             | 7 33    | F. X. Montmarquet.....        | 21 39   |
| Olivier Aubry.....            | 17 41   | Robt. Morrow.....             | 21 39   |
| Madame Vict. Denault.....     | 5 50    | Mathew O'Meara.....           | 15 90   |
| Melle. Z. L. Desrochers.....  | 17 41   | Madame C. Dion.....           | 21 39   |
| Joseph Bussière.....          | 16 50   | Madame F. X. Montmarquet..... | 21 39   |
| L. M. Bertrand.....           | 16 50   | Pierre Rouleau.....           | 21 39   |
| P. Bouchard.....              | 16 50   | Césaire Richard.....          | 21 39   |
| Wm. Cunningham.....           | 16 50   | Alexis Soulard.....           | 21 39   |
| Marie Anne Courteau.....      | 5 50    | Wm. Millar.....               | 21 39   |
| Melle. Denise Dégagné.....    | 12 83   | Peter Scannell.....           | 21 39   |
| James Duffy.....              | 5 50    | Lucile Toussaint.....         | 21 39   |
| J. B. Fortin.....             | 5 50    | Germain Tremblay.....         | 21 39   |
| H. Guyon.....                 | 16 50   | Madame veuve Thibault.....    | 15 90   |
| M. A. Greensil.....           | 15 58   | Madame veuve Decelles.....    | 12 83   |
| J. B. Goudrault.....          | 16 50   | A. X. Beauchemin.....         | 14 25   |
| F. Journaux.....              | 11 00   | Marie Carpentier.....         | 12 22   |
| E. Lortie.....                | 14 66   | L. L. Desaulniers.....        | 19 55   |
| Lydia McElkins.....           | 12 83   | P. Aug. Drolet.....           | 21 39   |
| John Martin.....              | 15 58   | L. Ang. Desrochers.....       | 21 39   |
| F. Maindelle.....             | 11 00   | Mathilde Dupéré.....          | 23 22   |
| Marie Anne Pinard.....        | 16 50   | Henry Dawson.....             | 17 72   |
| J. B. Phillingier.....        | 16 50   | Hélène Létourneau.....        | 17 72   |
| Henriette Rhéaume.....        | 11 00   | Louise Liévain.....           | 21 39   |
| Henriette Ste. Marie.....     | 11 00   | Eléonore Létourneau.....      | 21 39   |
| Geneviève Dupont.....         | 5 50    | Catherine Lamb.....           | 23 22   |
| F. X. Allard.....             | 16 50   | Mélanie Michaud.....          | 12 22   |

LIST of Pensions granted for 1861 to Retired Teachers.—*Continued.*

|                              | \$ | cts. |                           | \$   | cts. |
|------------------------------|----|------|---------------------------|------|------|
| J. Mathon.....               | 21 | 39   | Jean Marie Annetto.....   | 9    | 16   |
| A. P. O'Donnell.....         | 21 | 39   | Victoire Bérubé.....      | 9    | 16   |
| Apolline Proulx.....         | 17 | 72   | Pierre Brisset.....       | 9    | 16   |
| C. H. Pâquin.....            | 23 | 22   | J. B. E. Chamberland..... | 23   | 83   |
| James Ryan.....              | 19 | 55   | Antoine Z. Gouin.....     | 9    | 16   |
| Thomas Strong.....           | 17 | 72   | Pierre Bélanger.....      | 9    | 16   |
| Adélaïde Talon.....          | 23 | 22   | Jeremiah O'Shea.....      | 23   | 83   |
| Marie Anne Thibault.....     | 23 | 22   | Rodolphe Puize.....       | 9    | 16   |
| Louis Pantaléon Resch.....   | 23 | 22   | Thos. McLaughlin.....     | 23   | 83   |
| Wm. Wilson.....              | 22 | 00   |                           |      |      |
| Jeffery O'Donohoe.....       | 16 | 50   | Total.....                | 2454 | 26   |
| Henriette Ansbrow Ennis..... | 9  | 16   |                           |      |      |

## STATEMENT of the expense of printing the Journal of Education for 1862.

| 1862.     |         |                                                | \$   | cts. | \$   | cts. |
|-----------|---------|------------------------------------------------|------|------|------|------|
|           |         | Amount of deficit on 31st December, 1861 ..... | 1918 | 98   |      |      |
| January   | 10..... | Eusèbe Sénécal, English Journal .....          | 156  | 00   |      |      |
| do        | 29..... | do French do .....                             | 252  | 00   |      |      |
| February  | 10..... | do English do .....                            | 78   | 00   |      |      |
| do        | 22..... | do French do .....                             | 124  | 00   |      |      |
| March     | 10..... | do English do .....                            | 78   | 00   |      |      |
| do        | 13..... | Government Grant .....                         |      |      | 1800 | 00   |
| do        | 23..... | Eusèbe Sénécal, French Journal .....           | 248  | 00   |      |      |
| April     | 10..... | do English do .....                            | 78   | 00   |      |      |
| do        | 10..... | Beauchemin et Payette, Binding .....           | 85   | 50   |      |      |
| do        | 29..... | Eusèbe Sénécal, French Journal .....           | 124  | 00   |      |      |
| May       | 10..... | do English do .....                            | 117  | 00   |      |      |
| do        | 31..... | do French do .....                             | 124  | 00   |      |      |
| June      | 17..... | do English do .....                            | 78   | 00   |      |      |
| July      | 12..... | do French do .....                             | 124  | 00   |      |      |
| do        | 24..... | do English do .....                            | 117  | 00   |      |      |
| August    | 11..... | do French do .....                             | 186  | 00   |      |      |
| do        | 30..... | do English do .....                            | 78   | 00   |      |      |
| September | 20..... | do French do .....                             | 186  | 00   |      |      |
| October   | 1.....  | do English do .....                            | 78   | 00   |      |      |
| do        | 17..... | do French do .....                             | 124  | 00   |      |      |
| do        | 23..... | do English do .....                            | 78   | 00   |      |      |
| November  | 19..... | do French do .....                             | 124  | 00   |      |      |
| December  | 5.....  | do English do .....                            | 78   | 00   |      |      |
| do        | 24..... | do French do .....                             | 124  | 00   |      |      |
|           |         | Receipts, subscriptions, &c.....               |      |      | 1179 | 54   |
|           |         | Amount of deficit, 1st Jan., 1863.....         |      |      | 1778 | 94   |
|           |         |                                                | 4758 | 48   | 4758 | 48   |

## STATEMENT of Receipts and Expenses of the Normal Schools for the year 1862.

| NORMAL SCHOOLS:                           |          |          |
|-------------------------------------------|----------|----------|
| JACQUES CARTIER.                          |          |          |
| <i>Balance forward</i> .....              |          | 2185 34  |
| Expenses.....                             | 11556 52 |          |
| Government grant .....                    |          | 8936 00  |
| Pupils' fees .....                        |          | 931 06   |
| Balance in hand, 31st December, 1862..... | 495 88   |          |
|                                           | 12052 40 | 12052 40 |
| MCGILL.                                   |          |          |
| Balance in hand, 31st December, 1861..... |          | 1897 84  |
| Government grant .....                    |          | 8532 00  |
| Pupils' fees .....                        |          | 2363 79  |
| Expenses.....                             | 11472 01 |          |
| Balance in hand, 31st December, 1862..... | 1321 62  |          |
|                                           | 12793 63 | 12793 63 |
| LAVAL.                                    |          |          |
| Deficit, 31st December, 1861.....         | 2586 50  |          |
| Expenses.....                             | 13860 00 |          |
| Government grant .....                    |          | 8532 00  |
| Pupils' fees .....                        |          | 4590 26  |
| Deficit, 31st December, 1862.....         |          | 3324 24  |
|                                           | 16446 50 | 16446 50 |

## STATEMENT of the correspondence of the Department from 1st Jan. to 31st Dec., 1861

|                                      | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Totals. | Total No. of letters received and sent. |
|--------------------------------------|----------|-----------|--------|--------|------|-------|-------|---------|------------|----------|-----------|-----------|---------|-----------------------------------------|
| Letters and documents received ..... | 855      | 804       | 619    | 513    | 466  | 630   | 1232  | 760     | 458        | 766      | 480       | 630       | 8213    |                                         |
| Letters and documents sent .....     | 920      | 677       | 450    | 602    | 622  | 786   | 880   | 770     | 500        | 598      | 370       | 707       | 7882    | 16005                                   |

NOTE.—This table was omitted in the report of 1861.

## STATEMENT of the correspondence of the Department from 1st Jan. to 31st Dec., 1862.

|                                      | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Totals. | Total No. of letters received and sent. |
|--------------------------------------|----------|-----------|--------|--------|------|-------|-------|---------|------------|----------|-----------|-----------|---------|-----------------------------------------|
| Letters and documents received ..... | 623      | 780       | 709    | 560    | 510  | 700   | 1340  | 740     | 508        | 820      | 402       | 586       | 8278    |                                         |
| Letters and documents sent .....     | 895      | 730       | 717    | 793    | 1172 | 1680  | 904   | 690     | 697        | 612      | 434       | 2714      | 11939   | 20216                                   |

STATEMENT of books sent to the School Inspectors,

| BOOKS DISTRIBUTED BY |                                  | Bibliothèque de la jeunesse chrétienne. Grand 8-vo. | Bouillet, Dictionnaire d'histoire et de géographie. | Bouillet, Dictionnaire des sciences et des lettres. | Bénard. Dictionnaire Classique. | L'Abbé Dauphin. De l'Education. | Fénélon. Education des Filles. | Overberg. Pédagogie. | Braun. Méthodologie. | Barrau. Lectures. | Manuel du Chrétien. | Les Servantes de Dieu en Canada. |
|----------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|---------------------------------|---------------------------------|--------------------------------|----------------------|----------------------|-------------------|---------------------|----------------------------------|
| 1                    | Superintendent of Education..... | 5                                                   | 2                                                   | 2                                                   | 12                              | 9                               | 8                              | 9                    | 9                    | 14                | 11                  | 4                                |
| 2                    | The Inspector Archangeault.....  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 3                    | do Bruce.....                    |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 4                    | do Bardy.....                    |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 5                    | do Béland.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 6                    | do Bourgeois.....                |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 7                    | do Boivia.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 8                    | do Crépault.....                 |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 9                    | do Caron.....                    |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 10                   | do Dorval.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 11                   | do Germain.....                  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 12                   | do Grondin.....                  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 13                   | do Hubert.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 14                   | do Hume.....                     |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 15                   | do Hubbard.....                  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 16                   | do Hamilton.....                 |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 17                   | do Juncau.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 18                   | do Leroux.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 19                   | do Martin.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 20                   | do Maurault.....                 |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 21                   | do Mengher.....                  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 22                   | do Rev. Plees.....               |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 23                   | do Parmelee.....                 |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 24                   | do Rouleau.....                  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 25                   | do Tanguay.....                  |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 26                   | do Tremblay.....                 |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
| 27                   | do Valade.....                   |                                                     |                                                     |                                                     |                                 |                                 |                                |                      |                      |                   |                     |                                  |
|                      |                                  | 5                                                   | 2                                                   | 2                                                   | 12                              | 9                               | 8                              | 9                    | 9                    | 14                | 11                  | 4                                |

to be given as prizes in 1862 and 1863.

|     | Bibliothèque de la Jeunesse Chrétienne. Séries 8-vo. | Bibliothèque de la Jeunesse Chrétienne. Séries in-12. | Bibliothèque de l'Enfance. In-18. | Bibliothèque des Ecoles et des Familles. Séries in-12. | Fables de LaFontaine. | Abrégé de l'Histoire du Canada, par Garneau. | Abrégé de Géographie. | Grammaire de L'Homond. | Devoir du Chrétien. | Rameau. | Montréal et ses Monuments. | Le Prince de Gales. | Journal de l'Instruction Publique. Double. | Journal de l'Instruction Publique. Simple. | Lemoine. Orthologie du Canada. | Chansonnier des Collèges. | English Books for Catholics only. |
|-----|------------------------------------------------------|-------------------------------------------------------|-----------------------------------|--------------------------------------------------------|-----------------------|----------------------------------------------|-----------------------|------------------------|---------------------|---------|----------------------------|---------------------|--------------------------------------------|--------------------------------------------|--------------------------------|---------------------------|-----------------------------------|
| 89  | 157                                                  | 167                                                   | 48                                | 38                                                     |                       |                                              |                       |                        |                     | 9       |                            | 34                  | 11                                         | 17                                         | 19                             | 20                        |                                   |
| 10  | 14                                                   | 150                                                   |                                   | 4                                                      |                       | 22                                           | 12                    | 6                      | 12                  |         | 10                         | 10                  |                                            |                                            |                                |                           |                                   |
|     |                                                      | 12                                                    | 6                                 | 7                                                      |                       | 12                                           |                       |                        |                     |         |                            | 12                  |                                            |                                            |                                |                           |                                   |
| 12  | 18                                                   | 200                                                   |                                   | 4                                                      |                       | 12                                           | 16                    | 6                      | 12                  |         | 10                         | 10                  |                                            |                                            |                                |                           |                                   |
| 6   | 12                                                   | 200                                                   |                                   | 5                                                      |                       | 25                                           | 10                    | 6                      | 10                  |         | 10                         | 10                  |                                            | 6                                          |                                |                           |                                   |
| 8   | 10                                                   | 150                                                   |                                   |                                                        |                       | 25                                           | 12                    | 6                      | 10                  |         |                            | 5                   |                                            | 4                                          |                                |                           |                                   |
| 4   | 24                                                   | 130                                                   | 24                                | 6                                                      |                       | 10                                           | 4                     | 4                      | 6                   |         |                            | 8                   |                                            | 6                                          |                                |                           |                                   |
| 8   | 12                                                   | 200                                                   |                                   | 4                                                      |                       | 12                                           | 12                    | 6                      | 10                  |         |                            | 10                  |                                            | 6                                          |                                |                           |                                   |
| 8   | 12                                                   | 140                                                   |                                   | 6                                                      |                       | 12                                           | 6                     | 6                      | 6                   |         |                            | 8                   |                                            | 6                                          |                                |                           |                                   |
| 8   | 12                                                   | 140                                                   | 10                                | 6                                                      |                       | 12                                           | 6                     | 6                      | 6                   |         |                            | 8                   |                                            | 6                                          |                                |                           |                                   |
| 10  | 15                                                   | 200                                                   | 25                                | 6                                                      |                       | 40                                           | 12                    | 8                      | 12                  |         | 10                         | 12                  |                                            |                                            |                                |                           |                                   |
| 8   | 20                                                   | 200                                                   | 6                                 | 10                                                     |                       | 14                                           | 12                    |                        | 12                  |         | 8                          | 10                  |                                            |                                            |                                |                           |                                   |
| 6   | 10                                                   | 100                                                   |                                   | 3                                                      |                       | 22                                           | 12                    | 6                      | 10                  |         | 5                          | 10                  |                                            |                                            |                                |                           |                                   |
| 10  | 12                                                   | 160                                                   |                                   | 4                                                      |                       | 24                                           | 12                    | 6                      | 10                  |         | 6                          | 6                   |                                            |                                            |                                |                           |                                   |
| 2   | 6                                                    | 60                                                    |                                   | 2                                                      |                       | 8                                            |                       |                        | 6                   |         | 6                          | 6                   |                                            |                                            |                                |                           |                                   |
| 2   | 4                                                    | 20                                                    | 10                                | 2                                                      |                       | 12                                           |                       |                        | 6                   |         | 6                          | 6                   |                                            | 4                                          |                                |                           |                                   |
|     |                                                      |                                                       |                                   |                                                        |                       |                                              |                       |                        |                     |         |                            |                     |                                            |                                            |                                |                           |                                   |
| 8   | 12                                                   | 100                                                   |                                   | 4                                                      |                       | 20                                           | 12                    | 8                      | 10                  |         | 10                         | 10                  |                                            | 6                                          |                                |                           |                                   |
| 8   | 20                                                   | 200                                                   | 18                                |                                                        |                       | 15                                           | 10                    | 4                      | 10                  |         | 10                         | 10                  |                                            | 5                                          |                                |                           |                                   |
| 6   | 12                                                   | 100                                                   |                                   | 2                                                      |                       | 8                                            | 6                     | 6                      | 10                  |         |                            | 4                   |                                            |                                            |                                |                           |                                   |
| 6   | 12                                                   | 200                                                   | 24                                | 4                                                      |                       | 12                                           | 6                     | 6                      | 6                   |         |                            |                     |                                            |                                            |                                |                           |                                   |
| 3   | 6                                                    | 75                                                    |                                   | 2                                                      |                       | 10                                           | 4                     | 4                      | 6                   |         |                            |                     |                                            |                                            |                                |                           |                                   |
|     |                                                      |                                                       |                                   |                                                        |                       |                                              |                       |                        |                     |         |                            |                     |                                            |                                            |                                |                           |                                   |
| 6   | 10                                                   | 130                                                   | 24                                | 6                                                      |                       | 12                                           |                       |                        |                     |         |                            | 6                   |                                            | 6                                          |                                |                           |                                   |
| 6   | 10                                                   | 120                                                   |                                   | 3                                                      |                       | 30                                           | 10                    | 6                      | 10                  |         | 5                          | 10                  |                                            |                                            |                                |                           |                                   |
| 8   | 18                                                   | 200                                                   | 24                                | 6                                                      |                       | 16                                           | 8                     |                        | 10                  |         |                            | 6                   |                                            | 4                                          |                                |                           |                                   |
| 6   | 10                                                   | 100                                                   |                                   | 4                                                      |                       | 10                                           | 6                     | 6                      | 6                   |         |                            | 2                   |                                            |                                            |                                |                           |                                   |
| 20  | 36                                                   | 200                                                   | 50                                | 12                                                     |                       | 20                                           | 12                    |                        | 16                  |         | 10                         | 24                  |                                            | 20                                         |                                |                           |                                   |
|     |                                                      |                                                       |                                   |                                                        |                       |                                              |                       |                        |                     |         |                            |                     |                                            |                                            |                                |                           |                                   |
| 260 | 472                                                  | 3514                                                  | 269                               | 144                                                    | 403                   | 198                                          | 100                   | 200                    | 9                   | 98      | 227                        | 11                  | 84                                         | 19                                         | 20                             |                           |                                   |

STATEMENT of Books sent to the School Inspector

| BOOKS DISTRIBUTED BY |                                 | Sadler's Popular Library. | Canon Schmidt's Tales. | For Catholics and Protestants. | National School Books. | The Prince of Wales. | The Journal of Education. | For Protestants only. | Routledge's Series. | Nelson's Series. | Ticknor's Series. | Chambers' Series. | Carter's Series. | Radolphe's Series. |
|----------------------|---------------------------------|---------------------------|------------------------|--------------------------------|------------------------|----------------------|---------------------------|-----------------------|---------------------|------------------|-------------------|-------------------|------------------|--------------------|
| 1                    | The Superintendent of Education | 62                        | 118                    |                                |                        | 22                   | 7                         |                       |                     |                  |                   |                   |                  |                    |
| 2                    | The Inspector Archambeault..... | 6                         | 18                     |                                | 10                     | 6                    |                           |                       |                     |                  |                   |                   |                  |                    |
| 3                    | do Bruce.....                   | 16                        | 100                    |                                | 50                     | 36                   |                           | 10                    |                     | 12               |                   | 10                |                  |                    |
| 4                    | do Bardy.....                   | 12                        | 40                     |                                | 20                     | 10                   |                           |                       |                     |                  |                   | 6                 |                  |                    |
| 5                    | do Bédard.....                  |                           |                        |                                |                        |                      |                           |                       |                     |                  |                   |                   |                  |                    |
| 6                    | do Bourgeois.....               |                           |                        |                                |                        |                      |                           |                       |                     |                  |                   |                   |                  |                    |
| 7                    | do Boivin.....                  | 2                         | 20                     |                                | 10                     | 2                    |                           |                       |                     |                  |                   |                   |                  |                    |
| 8                    | do Crépault.....                | 6                         | 30                     |                                | 20                     | 10                   |                           |                       | 1                   |                  |                   |                   | 1                |                    |
| 9                    | do Caron.....                   | 8                         | 48                     |                                | 10                     | 2                    |                           |                       |                     |                  |                   |                   |                  |                    |
| 10                   | do Dorval.....                  |                           |                        |                                | 20                     | 10                   |                           |                       |                     |                  |                   |                   | 6                |                    |
| 11                   | do Germain.....                 |                           |                        |                                |                        |                      |                           |                       |                     |                  |                   |                   |                  |                    |
| 12                   | do Grondin.....                 | 6                         | 50                     |                                | 10                     |                      |                           | 5                     |                     |                  |                   |                   | 3                |                    |
| 13                   | do Hubert.....                  | 3                         | 12                     |                                | 10                     | 3                    |                           |                       |                     |                  |                   | 6                 |                  |                    |
| 14                   | do Hume.....                    | 10                        | 36                     |                                | 20                     | 10                   |                           | 6                     |                     |                  |                   | 4                 |                  |                    |
| 15                   | do Hubbard.....                 |                           |                        |                                | 100                    | 50                   |                           | 10                    | 6                   | 10               | 24                | 12                |                  |                    |
| 16                   | do Hamilton.....                |                           |                        |                                | 40                     | 10                   |                           | 10                    | 10                  | 10               | 5                 | 6                 |                  |                    |
| 17                   | do Juneau.....                  | 6                         | 24                     |                                | 20                     | 6                    |                           |                       |                     |                  |                   | 4                 |                  |                    |
| 18                   | do Leroux.....                  |                           |                        |                                |                        |                      |                           |                       |                     |                  |                   |                   |                  |                    |
| 19                   | do Martin.....                  | 2                         | 10                     |                                |                        |                      |                           |                       |                     |                  |                   |                   |                  |                    |
| 20                   | do Maurault.....                | 2                         | 10                     |                                |                        | 8                    |                           |                       |                     |                  |                   |                   |                  |                    |
| 21                   | do Meagher.....                 | 10                        | 30                     |                                | 50                     | 6                    |                           | 6                     | 6                   |                  |                   | 6                 | 6                |                    |
| 22                   | do Rev. Pless.....              |                           |                        |                                | 10                     | 6                    |                           | 6                     | 3                   | 3                |                   | 6                 | 6                |                    |
| 23                   | do Parmelee.....                | 6                         | 14                     |                                | 150                    | 50                   |                           | 10                    | 2                   | 11               | 26                | 6                 | 2                |                    |
| 24                   | do Rouleau.....                 |                           |                        |                                | 10                     | 10                   |                           |                       |                     |                  |                   |                   |                  |                    |
| 25                   | do Tanguay.....                 | 6                         | 24                     |                                | 10                     | 3                    |                           |                       |                     |                  |                   |                   |                  |                    |
| 26                   | do Tremblay.....                |                           |                        |                                | 30                     | 2                    |                           | 2                     | 2                   |                  |                   | 6                 |                  |                    |
| 27                   | do Valade.....                  | 12                        | 60                     |                                | 20                     | 12                   |                           | 1                     | 3                   |                  | 2                 |                   |                  |                    |
|                      |                                 | 175                       | 644                    |                                | 610                    | 284                  | 7                         |                       | 66                  | 33               | 36                | 62                | 71               | 30                 |

to be given as prizes in 1862 and 1863.

| Hogg's Series. | Harpers' Series. | Appleton's Series. | Danton's Series. | Crosby's Series. | Society for Promoting Christian Knowledge. | Dean's Series. | Griffith's Series. | Blackwoods' Series. | Carleton's Series. | Simpson's Series. | The Child's Books of Nature. | Other Books. | Total French Books. | Total English Books for Catholics only. | Total English Books for Catholics and Protestants. | Total English Books for Protestants only. | Grand Total of French and English Books. |
|----------------|------------------|--------------------|------------------|------------------|--------------------------------------------|----------------|--------------------|---------------------|--------------------|-------------------|------------------------------|--------------|---------------------|-----------------------------------------|----------------------------------------------------|-------------------------------------------|------------------------------------------|
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   | 9                            | 12           | 694                 | 180                                     | 29                                                 | 21                                        | 924                                      |
|                |                  |                    |                  |                  |                                            | 3              |                    |                     |                    |                   | 7                            | 12           | 250                 | 24                                      | 16                                                 | 10                                        | 300                                      |
| 10             | 4                |                    |                  | 23               | 53                                         | 5              |                    |                     |                    |                   | 10                           | 12           | 49                  | 116                                     | 86                                                 | 149                                       | 400                                      |
| 6              | 6                |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 300                 | 52                                      | 30                                                 | 18                                        | 400                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 300                 |                                         |                                                    |                                           | 300                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 230                 |                                         |                                                    |                                           | 230                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 226                 | 22                                      | 12                                                 |                                           | 260                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              | 1            | 230                 | 36                                      | 30                                                 | 4                                         | 350                                      |
|                |                  |                    | 1                |                  |                                            |                |                    |                     |                    |                   |                              |              | 220                 | 56                                      | 12                                                 | 12                                        | 300                                      |
|                |                  |                    |                  | 3                | 12                                         |                |                    |                     |                    |                   |                              |              | 8                   | 30                                      | 20                                                 |                                           | 400                                      |
| 3              |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 300                 |                                         |                                                    |                                           | 300                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              | 2            | 184                 | 56                                      | 10                                                 | 12                                        | 262                                      |
| 2              |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 250                 | 15                                      | 13                                                 | 12                                        | 290                                      |
| 6              |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 100                 | 46                                      | 30                                                 | 24                                        | 200                                      |
| 4              |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              | 10           | 60                  |                                         | 150                                                | 190                                       | 400                                      |
| 12             | 12               | 6                  | 1                | 12               | 50                                         |                |                    |                     |                    |                   | 20                           | 15           |                     |                                         | 50                                                 | 150                                       | 200                                      |
| 18             |                  |                    | 8                | 6                | 34                                         | 10             | 5                  |                     |                    |                   | 12                           | 16           |                     |                                         | 26                                                 | 12                                        | 268                                      |
|                | 4                | 4                  |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 200                 | 30                                      | 26                                                 |                                           | 300                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 150                 | 12                                      |                                                    |                                           | 162                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 280                 | 12                                      | 8                                                  |                                           | 300                                      |
| 6              |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 110                 | 40                                      | 56                                                 | 30                                        | 236                                      |
| 6              | 6                |                    |                  | 10               | 10                                         | 3              |                    |                     |                    |                   | 2                            | 8            |                     |                                         | 16                                                 | 72                                        | 88                                       |
| 13             | 4                |                    |                  | 10               | 22                                         |                |                    | 2                   |                    | 3                 | 20                           | 2            | 200                 | 20                                      | 200                                                | 130                                       | 550                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 210                 |                                         | 20                                                 |                                           | 230                                      |
|                |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              | 7            | 300                 | 30                                      | 13                                                 | 7                                         | 350                                      |
| 6              |                  |                    |                  |                  |                                            |                |                    |                     |                    |                   |                              |              | 150                 |                                         | 32                                                 | 18                                        | 200                                      |
| 3              | 1                | 2                  | 3                |                  |                                            |                |                    | 2                   | 3                  |                   | 6                            |              | 420                 | 72                                      | 32                                                 | 26                                        | 550                                      |
| 95             | 22               | 25                 | 12               | 67               | 181                                        | 21             | 5                  | 4                   | 3                  | 3                 | 93                           | 88           | 6113                | 819                                     | 901                                                | 917                                       | 8750                                     |

**TABLE C, (\*)**

CONTAINING the Statistics of the Catholic Schools of the Cities of Quebec and Montreal

**No. 1.**

TABLE OF THE CATHOLIC SCHOOLS OF THE CITY OF QUEBEC FOR 1862.

|                                                            |      |
|------------------------------------------------------------|------|
| Ureulines of Quebec.                                       | 287  |
| Christian Brothers' School.                                | 2088 |
| Don Pasteur Nuns.                                          | 365  |
| Sisters of Charity.                                        | 818  |
| General Hospital.                                          | 96   |
| Congregation of Notre Dame at St. Roch.                    | 887  |
| Congregation of Notre Dame at St. Sauveur.                 | 300  |
| Academies and other independent schools.                   | 1854 |
| Seminary of Quebec.                                        | 377  |
| Laval University.                                          | 117  |
| Theological School or Seminary.                            | 42   |
| Laval Normal School, pupil teachers.                       | 39   |
| Female pupil-teachers.                                     | 52   |
| Model Schools in connexion with Laval Normal School, boys. | 137  |
| Girls.                                                     | 175  |
| TOTAL.                                                     | 7634 |

**No. 2.**

TABLE OF THE CATHOLIC SCHOOLS OF MONTREAL FOR 1862.

|                                                                     |       |
|---------------------------------------------------------------------|-------|
| Deaf and Dumb School (for females).                                 | 54    |
| The Lesser Seminary of Montreal (Priests of St. Sulpice.)           | 184   |
| Students of Theology (Priests of St. Sulpice.)                      | 50    |
| College of St. Mary, Rev. Jesuit Fathers.                           | 225   |
| Christian Brothers' School.                                         | 4165  |
| School of the Nuns of the Congregation of Notre Dame.               | 3823  |
| Orphan Boys' and Girls' School of the General Hospital (Grey Nuns). | 40    |
| School of the Nuns of La Providence.                                | 391   |
| "La matricule."                                                     | 100   |
| Salles d'Asile (Grey Nuns).                                         | 630   |
| Irish Independent Schools.                                          | 489   |
| Other Schools and Academies.                                        | 1007  |
| Jacques Cartier Normal School.                                      | 41    |
| Normal School in connexion with the Jacques Cartier Normal School.  | 100   |
| Academy of Nuns of the Sacré-Coeur.                                 | 50    |
| TOTAL.                                                              | 11349 |

(\*) A portion of this table having been forgotten when the report was sent, it will be found at the end of the Appendix. See page 54, Table relative to Schools under the control of the Ladies of the Congrégation Notre-Dame of Montreal.

