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APPENDIX, No. 2,

TO THE

FIFTEENTH VOLUME.

APPENDIX TO THE FIFTEENTH VOLUME

OF THE

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF CANADA.

From the 26th February to the 10th June, 1857, both days inclusive,
IN THE TWENTIETH YEAR OF THE REIGN OF OUR SOVEREIGN LADY
QUEEN VICTORIA.

Being the 3rd Session of the 5th Provincial Parliament of Canada.

SESSION, 1857.

Printed by Order of the Legislative Assembly.

PRINTED BY ROLLO CAMPBELL, CORNER OF YONGE AND WELLINGTON STREETS, TORONTO.

PUBLIC ACCOUNTS

FOR THE

PROVINCE OF CANADA,

FOR THE YEAR

1856.

Laid before the Legislative Assembly, March, 1857.



TORONTO:

PRINTED BY ROLLO CAMPBELL,

CORNER OF YONGE AND WELLINGTON STREETS.

1857.

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W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

SCHEDULE

Of ACCOUNTS and STATEMENTS respecting the PUBLIC INCOME and EXPENDITURE of the CONSOLIDATED FUND of the PROVINCE of CANADA.

No. 1.—STATEMENT of the AFFAIRS of the PROVINCE of CANADA, on the 31st December, 1856.

2.—STATEMENT of CONSOLIDATED FUND for 1856, including various Items transferred to that Account, as enumerated, from 31st January to 31st December, 1856.

3.—A Statement exhibiting the Gross Revenue of the Province of Canada, for the year 1856; also, an Abstract of the Expenditure, including Expenses of Collection during the same period, and the State of the Consolidated Fund, on 31st December, 1856.

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5.—Statement of the Revenue arising from Duties on Licenses for Taverns, Shops retailing Spirituous Liquors, Stills, Billiard Tables, Hawkers and Pedlars, Steamboats, Ferrics, Auctioneers, and on Sales by Auction, during the year ended 31st December, 1856, received between the 1st February and the 31st December, 1856, applicable to the Consolidated Revenue.

6.—A Statement of the Total Receipts on account of Territorial Revenue of the Province of Canada, for the year ended 31st December, 1856.

7.—Statement of the Duties on Bank Issues, paid the Receiver General, pursuant to the Provincial Act of Canada, 4 and 5 Vic. cap. 29, in the year ended 31st December, 1856.

- No. 8.—Statement of the Revenue arising from Public Works, and Receipts on account of Interest on Loans to Public Works, in the Province of Canada, between the 1st of February and the 31st December, 1856.
- 9.—Statement of Fines and Forfeitures, including Seizures, collected within the Province of Canada, between the 6th January and 31st December, 1856.
- 10.—Statement of the Casual Revenue paid the Receiver General of the Province of Canada, for the year ended 31st December, 1856, consisting of Fees on Land Patents, and Instruments under the Great and Privy Seals, Copies and Certificates of Land Patents, including Interest on Public Deposits, and other Incidental Receipts.
- 11.—Statement of the Revenue arising from Fees received from the Clerks and Deputy Clerks of the Crown and Pleas, in the Courts of Queen's Bench and Common Pleas; also, the Master, Registrar, and Deputy Registrars of the Court of Chancery, and the Clerk of Process, in virtue of the undermentioned Acts, between 1st February and 31st December, 1856, and forming part of the Consolidated Revenue Fund.

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- No. 12.—General Statement of the Expenditure made by the Receiver General out of the Consolidated Revenue Fund, on account of the Province of Canada, between 1st February and 31st December, 1856, under the Civil List Act, Schedules A and B, and various other Acts of the Legislature, including the Payments made under the Estimate 1856, as voted by Act 19 & 20 Victoria, cap. 86. Also, the Deductions made from the Revenue for Expenses of Management, Collections, &c., &c.

MISCELLANEOUS STATEMENTS.

- No. 13.—Statement of Payments made by the Receiver General of the Province of Canada, between the 1st February and the 31st December, 1856, on Account of the under-mentioned Public Works, as provided for in the Estimates of the years 1851, 1852, 1853, 1854, 1855, and 1856, under Acts 14 & 15 Vic., cap. 46; 16 Vic., caps. 155 & 156; 18 Vic., caps. 4 & 90; and 19 & 20 Vic. cap. 86.
- 14.—Statement of the Revenue arising from the Estates of the late Order of Jesuits, during the year 1856, and transferred to Lower Canada Superior Education Fund, as authorised by Act 19 Vic., cap. 94.
- 15.—Statement of Tonnage Duties collected during the Season of the Navigation of the year 1856, at Quebec and Montreal, under Act 6 Will. 4, cap. 35, continued by Act 19 Vic., cap. 85, and the sums paid thereout to provide for the Medical Treatment of Sick Mariners.
- 16.—Statement of Monies arising from the Sale of School Lands in Canada West, during the year 1856, under Act 2 Victoria, cap. 19, amended by 16 Victoria, cap. 86.

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- No. 17.—Statement of the Amount of Fees received on Marriage Licenses, during the year 1856, in Canada West.
- 18.—Statement of the monies received from the Rate or Duty imposed by Act 16 Vic., cap. 86, on Passengers or Emigrants arriving at the Ports of Quebec and Montreal, and the sums paid thereout for providing Medical Assistance, and enabling Indigent Persons of that description to proceed to the place of their destination, during the season of the Navigation of the year 1856, including also the Expenses of Quarantine at Grosse Isle and Quebec.
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- 20.—A Schedule of Consolidated Municipal Debentures, Issued under the authority of the Act 16 Vic., cap. 22, prior to 31st December, 1856, the same bearing Interest at 6 per cent. per annum, on account of the several Municipalities hereunder enumerated.
- 21.—Statement of the Consolidated Municipal Loan Sinking Fund, Upper Canada, constituted under the authority of Act 16 Vic., cap. 22, shewing the Amount received from the several Municipalities, as also, the Expenses payable therefrom, up to 31st December, 1856.
- 22.—A Statement shewing the Receipts and Payments on account of Interest on the Consolidated Municipal Loan Debentures, Upper Canada, issued under authority of Act 16 Vic., cap. 22, up to 31st December, 1856.
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- 24.—A Statement shewing the Receipts and Payments on account of Interest on the Consolidated Municipal Loan Debentures, Lower Canada, issued under the authority of Acts 16 Vic., cap. 22, and 18 Vic., cap. 13, up to the 31st December, 1856.
- 25.—Statement of Banks acting under the Act 13 & 14 Vic., cap. 21, from January 1st, 1856, to 31st December, 1856.
- 26.—Rideau and Ottawa Canals in account with the Provincial Government of Canada, on the 31st December, 1856.
- 27.—The Trinity House, Quebec, in account with the Government of Canada, for the year 1856.
- 28.—Statement of the Amount of Fees received by certain Officers connected with the Administration of Justice in Lower Canada, including the Payment of their Salaries and Disbursements, for the year ended 31st December, 1856, in virtue of the Acts 13 & 14 Vic., cap. 37, amended by Act 16 Vic., cap. 196.
- 29.—Statement shewing the Amount of Surplus Fees received from the Treasurers of the several Counties in Upper Canada, under the Acts 8 Vic., cap. 13, and 13 & 14 Vic., cap. 53, during the year 1856; and also the Deficiency of said Fund, chargeable to Consolidated Revenue, as directed by said Acts.
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- No. 32.—A Statement showing the Amount at Credit of the Sinking Fund of the Province of Canada, up to the 31st December, 1856, the same being invested in reduced 3 per cent. Annuities.
- 33.—A Statement of Debentures Issued on behalf of various Special Accounts, for which the Government is partially liable, up to the 31st December, 1856.
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- 35.—Trinity House, Montreal, in Account with the Provincial Government of Canada, for the year 1856.
- 36.—Statement of Educational Funds, Canada East and West.
- 37.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued during the year ended 31st December, 1856, on account of the Expenditure under the Estimate of 1847, as provided by Act 10 & 11 Vic. cap. 34.
- 38.—Statement of Monies collected at Montreal, under Acts 12 Vic. cap. 112, and 13 & 14 Vic. cap. 94, on account of Law and other Fees, and for Duties on Tavern Licenses, issued for the City and County of Montreal, during the year 1856, the same being applicable towards the Erection of the New Court House, Montreal, as also the payments made on account thereof, between 1st February and 31st December, 1856.
- 39.—Statement of Monies arising from Law and other Fees, collected in the County of Kamouraska, and of the Payments made thereout towards the Erection of a Court House and Gaol at that place, during the year 1856, under Act 12 Vic. cap. 112.
- 40.—Statement of the Monies arising from Law and other Fees, collected in the District of Ottawa, and of the Payments made thereout, towards the Erection of a Court House and Gaol at Aylmer, during the year ended 31st December, 1856, under Acts 12 Vic. cap. 112, and 14 & 15 Vic. cap. 63.
- 41.—Statement of Payments made to Municipalities, Canada West, ex-Municipalities Fund, Canada West; 18 Vic. cap. 2, and 19 Vic. cap. 16.
- 42.—Recapitulation of the Public Debt of Canada, shewing the rate of Interest, when payable, and the Annual Amount of Interest payable thereon, on the 31st December, 1856.
- 43.—A Memorandum of the Outstanding Debentures, representing the Public Debt of the Province of Canada, on the 31st December, 1856, and shewing when the same becomes redeemable.
- 44.—Statement of Monies paid the Receiver General of the Province of Canada, on account of the Purchase of the several undermentioned Public Works, in virtue of the Acts 19 Vic. cap. 5, and 14 & 15 Vic. cap. 57; and repayment of Loans to Incorporated Companies, between the 1st February and 31st December, 1856.
- 45.—Statement of Revenue arising from Fees on Militia Commissions, Exemptions from Militia Duty, and Militia Fines, paid the Receiver General of the Province of Canada, between the 1st February and the 31st December, 1856, pursuant to the Act of Upper Canada, 2 Vic. cap. 9.
- 46.—Statement of the Revenue arising from Tavern Licenses in Canada East, received between the 1st February, 1856, and the 31st December, 1856, and of the Payments made thereout to the different Municipalities in Lower Canada, and towards the erection of Court Houses at Montreal and Aylmer, during the year ended the 31st December, 1856, as authorized by Acts 8 Vic., cap. 72; 12 Vic., cap. 112; and 13 & 14 Vic., cap. 94.

- No. 47.—Statement of the Revenue derived from Law Fees received in Canada West, in virtue of the Act of Canada, 9 Vic., cap. 33, by various Officers of the Courts of Queen's Bench and Common Pleas, and Court of Chancery, between the 1st February, 1856, and the 31st December, 1856, being applicable to the Interest and Redemption of £3000, issued in Debentures, for the Law Society of Upper Canada, under the authority of the said Act.
- 48.—Statement of Monies paid the Receiver General of the Province of Canada, by the County Treasurers and Chamberlains, Canada West, between the 1st February, 1856, and the 31st December, 1856, pursuant to Act of Canada, 13 & 14 Vic., cap. 68, intituled, "An Act to provide Funds for defraying the cost of the erection of the Lunatic Asylum and other Public Buildings in Upper Canada;" shewing, also, the Payments made therefrom.
- 49.—Statement of Monies arising from the Sale of Common School Lands, including Rent, Interest, &c., in that part of the Province heretofore called Upper Canada, pursuant to an Act of Canada, 12 Vic., cap. 200, during the year 1856, also shewing the Deductions therefrom, and the Balance at Credit of that Fund on the 31st December, 1856.
- 50.—Comparative Statement of the Net Revenue and Expenditure of the Consolidated Fund of the Province of Canada, for the years 1854, 1855, and 1856.
- 51.—Statement of the Receipts and Expenditure of the Post Office Department for the Six quarters, from 31st March, 1855, to 30th September, 1856.
- 52.—Statement of the Fees received by the Supervisor of Cullers at Quebec, for the Measuring, Culling, and Counting of Timber, and of the Payments therefrom, to the several Cullers, including the Salaries and Contingent Expenses of the Department, for the year ended the 31st December, 1856, as authorized by Act 8 Vic., cap. 49, and amended by 16 Vic., cap. 186; also, 9 Vic., cap. 16.
- 53.—General Statement of Receipts and Disbursements of George Colley, as Deputy Supervisor of Cullers, at Sorel, during the Season of 1856.
- A.—Statement of Warrants issued on the Receiver General of the Province of Canada, up to 31st December, 1856, in payment of various Expenses of the Civil Government of Canada, and for which a Supply is required.
- B.—Statement of Payments made during the year 1856, in pursuance of the undermentioned Authorities, for which a provision is required.

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No.

STATEMENT of the AFFAIRS of the PROVINCE

DR.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Loans to Incorporated Companies.</i>						
Desjardins Canal Company	30065	10	8			
Grand River Navigation Company	825	11	2			
Grantham Academy	438	2	8			
Oakville Harbour Company	2267	18	11			
Tay Navigation Company	1941	0	3			
<i>Provincial Works.</i>						
St. Lawrence Canals	1769055	0	10			
Welland Canal	1711246	2	4			
Chambly Canal and River Richelieu	104969	16	2			
Lake St. Peter	73558	15	5			
Burlington Bay Canal	63692	19	9			
Ottawa Works	208180	12	3			
Harbours and Light Houses	£481797	11	7			
Montreal Harbour	120856	13	4			
	602154	4	11			
Improvement of the Trent	130626	11	0			
Roads and Bridges, Upper Canada	513670	16	4			
do do, Lower Canada	£232616	12	2			
do do, Montreal Turnpike Trust	47000	0	0			
do do, Quebec do	33882	0	0			
	813498	12	2			
Provincial Penitentiary	34207	15	1			
Miscellaneous Works	235048	0	11			
	£ 580447	19	10			
Deduct Redemption of Public Debt	1234552	5	1			
				4569895	14	9
Sinking Fund (redemption 1½ million Loan)						
Quebec Loan	82759	13	3	733893	18	6
Upper Canada Building Fund { Lunatic Asylum	15000	0	0			
{ Normal School	15000	0	0			
{ Montreal	51863	9	7			
Court Houses, Lower Canada { Kamouraska	2238	15	0			
{ Aylmer	5395	12	8			
Lunatic Asylum	24250	0	0			
Law Society, Upper Canada	7000	0	0			
<i>Carried over</i>	£ 208507	10	6	5308789	18	3

P.

of CANADA, on the 31st December, 1856.

CR.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
Imperial Guaranteed Loan	1825000	0	0			
Debentures, (Principal and Interest payable in London) ..	2196897	15	3			
do, (do do do in Canada) ..	681405	19	4			
				4708303	14	7
Provincial Debentures, 9 & 10 Vic. caps. 62 & 35	82770	0	0			
do do, 13 & 14 Vic. caps. 2 & 68	80000	0	0			
do do, 12 Vic. cap. 112; Montreal	23100	0	0			
do do, 18 Vic. cap. 164; do	25000	0	0			
do do, 12 Vic. cap. 112; Kamouraska ..	2238	15	0			
do do, 12 Vic. cap. 112; Aylmer	4918	14	10			
do do, 18 Vic. cap. 164; do	500	0	0			
do do, 9 Vic. cap. 61, and 12 Vic. cap. 34 ..	24250	0	0			
do do, 9 Vic. cap. 33	7000	0	0			
<i>Carried over</i>	£ 199777	9	10	4708303	14	7

No. 1.—

STATEMENT of the Affairs of the Province of

DR	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>	203507	10	6	5803789	13	8
St. Lawrence and Atlantic Railroad Company	486666	13	4			
Ontario, Simcoe, and Huron Railroad Company	577916	13	4			
Great Western Railroad Company	936833	6	8			
Consolidated Municipal Loan Fund, Upper Canada	1771665	6	8			
do do do, Lower Canada ..	214250	0	0			
Grand Trunk Railroad Company	3145090	0	10			
Glyn, Mills and Co., for Grand Trunk Railroad Debentures held by them, subject to Order	80738	2	5			
Baring, Brothers, and Co., for do do do ..	80738	2	5			
				7497405	16	2
<i>Special Fund Investment</i>						
Municipalities Fund, 1856, Canada West	77500	0	0			
do do, Canada East	10000	0	0			
do do, 1856, do	12000	0	0			
School Land Fund—Common, 12 Vic. cap. 200	105966	13	4			
do do Grammar	51052	6	8			
do do Distributive	7500	0	0			
Indian Fund	132841	13	4			
do in Montreal Turnpike Trust Debentures ..	47600	0	0			
Widows' Pension Fund and uncommuted Stipends, Canada West	44700	0	0			
do do do, Canada East	1000	0	0			
Lower Canada Superior Education Fund	53715	0	0			
Cullers' Fund	4750	0	0			
Great Western Railroad Sinking Fund	25000	0	0			
				573625	13	4
Cash	289601	7	11			
Glyn, Mills, and Co	117148	7	2			
Baring, Brothers, and Co	105379	4	11			
Glyn, Mills, and Co	30416	13	4			
Baring, Brothers, and Co	30416	13	4			
Bank of England Agency Account	229	4	6			
Bonds of Cobourg Harbour Company	4000	0	0			
Advance of Official Salaries on Removal of Seat of Government	4567	1	2			
Interest on Municipal Loan Debentures, Upper Canada ..	56674	15	10			
do do do, Lower Canada ..	7676	7	0			
<i>Carried over</i>	£ 646109	15	2	13874821	2	9

—(Continued.)

Canada, on the 31st December, 1856.—(Continued.)

CR.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>	199777	9	10	4703303	14	7
Provincial Debentures, 14 & 15 Vic. cap. 73	486666	13	4			
do do, do do	577916	13	4			
do do, do do	936833	6	8			
do do, 16 Vic. cap. 22	1771665	6	8			
do do, do and 18 Vic. cap. 18 ..	214250	0	0			
do do, various Acts, Grand Trunk Railroad	3208991	13	4			
				7486101	3	2
<i>Special Funds.</i>						
Municipalities Fund, Canada West	106887	9	2			
do do, do East	27197	7	0			
School Land Fund, Common, 12 Vic. cap. 200	95488	18	7			
do do, Grammar	48093	19	0			
do do, Distributive	11823	2	11			
Indian Fund	224249	0	0			
Widows' Pension Fund and uncommuted Stipends, Canada West	46200	4	6			
do do do do, Canada East ..	1964	13	9			
Lower Canada Superior Education Fund	59941	15	10			
Cullers' Fund	4750	0	0			
Great Western Railroad Sinking Fund	25716	11	10			
				652403	2	7
Consolidated Fund	1216669	19	0			
St. Lawrence and Atlantic Railroad Company	2673	14	9			
Great Western Railroad Company	226	13	4			
Tavern Licenses, Canada East	1194	0	8			
Marriage Licenses, Canada West	29234	10	5			
Royal Institution	2	10	0			
Montreal District Council	693	2	10			
Copyright Duty	509	10	11			
Commutation Fund	5424	1	2			
do do, Jesuits' Estates	2494	5	0			
Law Fees, 9 Vic. cap. 38	3482	2	0			
Lunatic Asylum	36115	16	9			
<i>Carried over</i>	£ 1298720	6	10	12841808	0	4

No. 1.—

STATEMENT of the Affairs of the Province of

DR.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>	646109	15	2	13374821	2	9
War Losses	95	15	7			
Quebec Loan	15408	6	1			
Montreal Harbour Company	814	8	5			
Unprovided Items	54513	17	9			
Indemnity to Revenue Inspectors, Upper Canada	702	19	1			
Ocean and River Steam Service	19000	0	0			
Tug Service below Quebec, for 1857, per Contract	11000	0	0			
Commissariat Department	1825	0	0			
Exchange 3 per cent. Consols Investment	5000	10	8			
Glyn, Mills, & Co., Commutation account	20938	0	1			
Crown Lands Department	26176	5	11			
Montreal Turnpike Trust	1428	0	0			
Grand Trunk Railroad Company, Interest account	116209	8	4			
Ontario, Huron, and Simcoe Railroad Company, Interest Account	35341	11	8			
Ordinance Land Fund	259	15	1			
University Permanent Fund	271	16	6			
Montreal Harbour Debentures	52660	13	5			
Seigniorial Fund	57680	13	10			
				1065437	17	2
Total, Currency				£ 14440258	19	11

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

—(Continued.)

Canada, on the 31st December, 1856.—(Continued.)

CR.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>	1298720	6	10	12841808	0	4
Cullers' Fund	1387	16	8			
Seamen's Penalties	24	7	1			
Consolidated Municipal Loan Sinking Fund, Upper Canada	47070	17	5			
do do do, Lower Canada	799	13	2			
Tonnage Duty, Montreal	128	17	7			
	1313	13	1			
	154	12	3			
Court Houses, L. C. { Aylmer	162	5	3			
	108	10	6			
	268	15	11			
	24	18	4			
	123200	14	8			
Bank of Upper Canada						
Ontario, Huron, and Simcoe Railroad Company, Special Account	750	0	0			
Clergymen, Church of England, Upper Canada	12470	16	8			
do, do, Lower Canada	1277	10	1			
Ministers, Wesleyan Methodist Church, Upper Canada	486	13	4			
Water Police, Quebec	67	7	9			
Huron, Erie, and Ontario Railroad Company	254	15	10			
Unpaid Warrants of 1856	51625	10	11			
Crown Land's Department Suspended Sales	19390	4	3			
Upper Canada Improvement Fund	38812	12	5			
				1598450	19	7
Total, Currency				£ 14440258	19	11

W. CAYLEY,
Inspector General.

No.

STATEMENT of CONSOLIDATED FUND for 1856, including various
December,

1856.	EXPENDITURE.	Currency.			Currency.		
		£	s.	d.	£	s.	d.
January 31.	To this Amount, see Public Accounts, Statement A, authorised per Act 19 & 20 Vic. cap. 86.	102015	16	6			
	To the following Items, included in Statement of Affairs 1855, Statement No. 2, now trans- ferred, viz:—						
	Losses by Public Works and otherwise	127802	14	1			
	Sales of Public Works, &c	27211	11	3			
	Tavern Licenses, Canada West	1356	9	0			
	Trinity Fund, Quebec	122	10	1			
	Law Fees, 13 & 14 Vic. cap. 37	7385	16	2			
	Rebellion and Invasion Claims, Canada East, Act 9 Vic. cap. 65, &c	8783	18	10			
					274628	10	11
	To Balance carried down.....				1084874	0	3
	Total, Currency.....				£ 1809002	11	2

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

2.

Items transferred to that Account, as enumerated, from 31st January to 31st
1856.

1856.	RECEIPTS.	Currency.			Currency.		
		£	s.	d.	£	s.	d.
January 31.	By Balance as per Public Accounts of 1855, State- ment No. 3				1302245	6	0
	By Seigniorial Tenure Fund, Public Accounts, 1854 and 1855				6757	5	2
	Total, Currency				£ 1309002	11	2
1857. January 31.	By Balance carried to following Statement				£ 1084874	0	3

W. CAYLEY,
Inspector General.

No.

A STATEMENT exhibiting the GROSS REVENUE of the PROVINCE OF CANADA, of COLLECTION during the same period, and the State

1856.	EXPENDITURE.	Page.	Currency.			Currency.		
			£	s.	d.	£	s.	d.
December 31	Interest on Public Debt	38	225228	15	7			
	Civil Government	35	56080	10	3			
	Administration of Justice	51	114254	8	5			
	Provincial Penitentiary	78	13939	11	2			
	Legislation	79	117444	17	4			
	Education	82	£94907	6	7			
	do	130	2006	14	11			
	Agriculture	85	97514	1	6			
	Hospitals and other Charities... £33756 18 10	89	17955	13	3			
	do do ... 5000 0 0	208						
	Geological Survey	91	38756	18	10			
	Militia and Enrolled Force	91	5481	14	7			
	Light Houses and Coast Service	95	36107	14	11			
	Emigration	99	27994	4	1			
	Pensions	99	6388	18	7			
	Public Institutions	102	9820	8	0			
	Ocean and River Steam Service	107	8322	5	10			
	Police	107	30849	17	10			
	Miscellaneous Printing	109	4733	9	1			
	Public Works and Buildings	109	2095	19	8			
	Indian Annuities	121	92787	16	6			
	Removal of Seat of Government	122	8755	0	0			
	Sinking Fund	121	9215	8	11			
	Miscellaneous	129	60848	14	5			
	Expenses of Collection:—		57198	5	0			
	Customs (including £5496 11s. 2d. for Return Duties)	181	£77983	3	1			
	Public Works, including £27749							
	6s. 9d. for Repairs	170	63089	5	4			
	Excise	203	2891	15	7			
	Territorial	177	85800	19	9			
	Fines and Forfeitures, including							
	Seizures	193	5297	2	0			
	Casual	203	129	2	6			
	Balances Outstanding:—		234941	8	3			
	Customs		£20643	8	6			
	Excise		2676	5	7			
	Fines and Forfeitures, &c.		207	17	11			
	To Balance at Credit of Consolidated Fund		23527	12	0	1309483	14	0
	Total, Currency		£	2526103	13	0		

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

3.

for the year 1856; also, an ABSTRACT of the EXPENDITURE, including EXPENSES of the CONSOLIDATED FUND, on the 31st December, 1856.

1856.	REVENUE.	Page.	Currency.			Currency.		
			£	s.	d.	£	s.	d.
January 31.	By Balance at Credit of Consolidated Fund, from folio 9		1034374	0	3			
	LESS.—Arrears of former years, per Statement No. 37	259	5656	5	10	1028717	14	5
	Customs	12	1127532	0	9			
	Excise	17	26100	9	5			
	Territorial	20	111457	6	6			
	Bank Imposts	22	22142	14	2			
	Revenue from Public Works	23	114854	12	9			
	Fines and Forfeitures, including Seizures	25	7841	14	8			
	Casual Revenue	28	80531	10	8			
	Law Fee Fund, 12 Vic. caps. 63 & 64	32	6914	4	8			
	Militia Fines	281	11	5	0	1497885	18	7
	Total, Currency		£	2526103	13	0		
1857.	January 1. By Balance at Credit of Consolidated Fund		£	1216669	19	0		

W. CAYLEY,
Inspector General.

No. 4.—(Continued.)

P O R T S.	Gross Revenue collected under Provincial Act, 10th & 11th Victoria, chapter 31.			Deductions made in Progress of Collection.						Other Expenses of Collection paid by Warrant on the Receiver General			Total Deductions, Sec Statement No. 12.			Net Revenue in Currency.		
	£	s.	d.	Salaries and other Expenses of Collection.			Return Duty.			£	s.	d.	£	s.	d.	£	s.	d.
				£	s.	d.	£	s.	d.									
<i>Brought over.</i>	859110	12	5	47619	15	8	3001	17	4	1936	3	52557	16	3	808438	2	1	
NEWCASTLE	1279	12	8	128	5	7						128	5	7	1151	7	1	
OAKVILLE	2484	13	5	379	5	6						379	5	6	2105	7	11	
OWEN SOUND	360	14	0	150	0	3	2	0	2	45	9	197	10	3	163	3	9	
OSHAWA	1261	15	1	157	13	9	3	1	3			160	15	0	1101	0	1	
PARIS	4701	3	6	362	13	6	1	5	4			363	13	10	4337	4	8	
PRESCOTT	7299	12	0	1052	9	0	0	14	2			1053	3	2	6246	8	10	
PICTON	2271	12	4	274	1	2	5	7	5			279	8	7	1992	3	9	
PENETANGUISHENE	9	1	5	26	15	11				36	4	63	0	9				
PORT BURWELL	1778	17	7	385	7	4						385	7	4	1393	10	3	
Do COLBORNE	766	8	11	173	3	0				25	0	198	3	7	568	5	4	
Do CREDIT	248	14	9	103	5	7				71	0	174	5	8	74	9	1	
Do DALHOUSIE	3536	18	8	864	17	4	3	15	7			868	12	11	2668	5	9	
Do DOVER	3426	7	2	468	6	6	15	1	9			483	8	3	2942	18	11	
Do DARLINGTON	2015	18	11	267	14	6	4	4	3			271	18	9	1744	0	2	
Do HOPE	5680	13	8	644	1	11	1	16	0			645	17	11	4984	15	9	
Do MILFORD	21	15	6	60	7	5				106	11	175	18	9				
Do ROWAN	855	7	8	214	6	2	1	5	0			215	11	2	639	16	6	
Do SARNIA	2698	0	5	479	4	10						479	4	10	2218	15	7	
Do STANLEY	4522	2	11	845	16	1	11	19	2			837	15	3	3604	7	8	
Do TRENTON	259	8	7	118	14	9						118	14	9	140	13	10	
QUEENSTON	3346	3	6	419	4	2	2	5	0			421	9	2	2994	14	4	
RIVIERE AUX RAISINS	29	7	9	38	8	11	0	12	3	55	4	94	5	8				
RONDEAU	168	4	11	100	16	4	1	16	11			102	13	3	65	11	8	

STAMFORD	11450	15	1	1863	5	0	146	17	6	7	9	2017	12	2	9438	2	11
SAULT ST. MARIE	569	18	3	292	5	3						292	5	3	277	13	0
SAUGEEN	371	16	4	135	15	9						135	15	9	236	0	7
STRATFORD	61	17	3	84	1	9	2384	5	8			84	1	9	187604	2	5
TORONTO	195202	8	5	5314	0	8						7398	6	4	2115	3	1
WHITBY	2434	3	9	318	1	7	0	18	9			319	0	4	28	15	7
WELLINGTON	176	15	2	114	1	1				33	18	147	19	7	160	2	6
WALLACEBURG	416	15	7	256	11	7	0	1	6			256	13	9	4020	6	2
WINDSOR	5649	9	11	1606	5	7	1	8	2	21	10	1629	3	9	2481	7	4
WOODSTOCK	2803	2	11	315	17	7	5	18	0			321	15	7			
Totals	1127220	10	5	65644	1	0	5496	11	2	2338	12	73479	4	9	1055921	16	7
Deduct Excesses of Expenses above Collections at the Ports of—																	
St. Johns	280	12	6														
Beauce	62	13	3														
Georgeville	53	2	3														
Huntington	61	10	6														
Lacolle	85	7	3														
L'Isle Verte	98	12	8														
Potton	148	18	10														
Russelltown	30	5	2														
Rimouski	98	12	10														
Three Rivers	21	6	5														
Bayfield	9	11	5														
Collingwood	404	13	3														
Dickenson's Landing	88	8	6														
Elgin	113	0	4														
Grafton	125	1	5														
Kingsville	48	13	6														
Maitland	154	15	10														
Penetanguishene	53	19	4														
Port Milford	154	3	3														
Rivière aux Raisins	64	17	11														
Stratford	22	4	6														
Carried over															2180	10	11
															1053741	5	8

No. 5.

STATEMENT of the REVENUE arising from Duties on Licenses for Taverns, Shops retailing Spirituous Liquors, Stills, Billiard Tables, Hawkers and Pedlars, Steamboats, Ferries, Auctioncers, and on Sales by Auction, during the year ended 31st December, 1856, received between the 1st February and the 31st December, 1856, applicable to the Consolidated Revenue.

DISTRICTS, CANADA EAST.— COUNTIES AND UNION OF COUNTIES, CANADA WEST.	Taverns.				Shops.			
	No.	Duty.			No.	Duty.		
		£	s.	d.		£	s.	d.
1 MONTREAL, No. 1 Division	42	282	0	0	60	300	0	0
2 Do, No. 2 do	102	681	10	0	97	485	0	0
3 QUEBEC	151	1036	0	0	102	510	0	0
4 GASPE					6	30	15	0
5 KAMOURASKA					8	40	0	0
6 OTTAWA					16	80	0	0
7 ST. FRANCIS					17	85	0	0
8 THREE RIVERS	9	63	0	0	24	120	0	0
9 BONAVENTURE					6	31	3	0
10 MAGDALEN ISLANDS								
11 BRANT								
12 CARLETON								
13 DURHAM								
14 ESSEX								
15 FRONTENAC, LENNOX, AND ADDINGTON								
16 HASTINGS								
17 HURON AND BRUCE								
18 HALDIMAND								
19 KENT AND LAMBTON								
20 LINCOLN AND WELLAND								
21 LEEDS AND GRENVILLE								
22 LANARK AND RENFREW								
23 MIDDLESEX AND ELGIN, 1st Division								
24 Do AND do, 2nd do								
25 NORTHUMBERLAND								
26 NORFOLK								
27 OXFORD								
28 PRINCE EDWARD								
29 PETERBOROUGH AND VICTORIA								
30 PERTH								
31 STORMONT, DUNDAS, AND GLENGARY								
32 SIMCOE								
33 WENTWORTH AND HALTON, North Division								
34 WELLINGTON AND GREY								
35 WATERLOO								
36 YORK, ONTARIO, AND PEEL, Centre Division								
37 Do, Do, AND Do, East do								
38 Do, Do, AND Do, West do								
Totals	304	2062	10	0	386	1681	18	0

No. 5.—

Stills.				Billiard Tables.				Hawkers and Pedlars.				Steamboats.				No.	
No.		Duty.		No.		Duty.		No.		Duty.		No.		Duty.		No.	
		£	s.	d.			£	s.	d.			£	s.	d.			
1	2	694	14	2	1	12	12	6	12	25	10	0	12	84	0	0	.....
2	4	2964	4	6	.....	.....	.....	.....	19	40	7	0	6	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	6	12	0	0	6	.....	.....	.....	.....
4	.....	.....	.....	.....	.....	.....	.....	.....	1	2	2	6	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	7	14	17	6	.....	.....	.....	.....	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	3	6	7	6	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	4	947	7	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	2	71	11	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	7	646	5	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	1	137	11	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	5	746	4	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	7	1410	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	3	83	11	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	2	173	7	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	3	101	17	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	3	786	11	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	4	1206	7	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	2	31	6	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	9	369	16	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	7	337	9	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	3	642	1	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	4	525	10	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	4	222	6	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	1	37	0	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	1	21	8	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	4	60	9	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	1	16	4	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	2	284	1	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	7	884	13	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	8	1546	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36	3	2105	19	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	6	101	11	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	4	123	3	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113	17278	19	11	1	12	12	6	48	101	5	0	14	94	0	0	2	.....

Add.— Amount of Proceeds of Tavern Licenses issued in 1855, and transferred, being applicable to Seigniorial Fund

Less.—Balances outstanding, 31st December, 1856. See Statement

Totals, Currency

—(Continued.)

Ferries.			Auctions.			Total			Expenses			Total				
Duty.			No.			Gross Revenue.			of			Net Revenue.				
									Collection.							
£	s.	d.	No.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
.....	15	2591	11	10	3990	8	6	280	15	2	3709	13	4	
.....	7	61	10	8	4232	12	8	348	8	2	3884	4	6	
.....	11	590	0	4	2148	0	4	324	12	3	1823	8	1	
1	0	0	2	21	10	9	55	8	3	5	13	1	49	15	2	
.....	40	0	0	16	3	9	23	16	3	
.....	90	0	0	15	15	0	74	5	0	
.....	4	76	16	2	176	13	8	27	16	10	148	16	10	
.....	1	12	19	3	202	6	9	151	0	2	51	6	7	
2	15	0	1	5	0	0	38	18	0	4	3	0	34	15	0	
.....	3	28	4	0	28	4	0	2	4	1	25	19	11	
.....	947	7	11	85	7	3	862	0	8	
.....	71	11	8	17	11	9	53	19	11	
.....	646	5	9	98	16	3	547	9	6	
.....	137	11	1	16	7	5	121	3	8	
.....	746	4	1	84	16	1	661	8	0	
.....	1410	0	0	140	0	0	1270	0	0	
.....	83	11	4	32	13	7	50	17	9	
.....	173	7	3	27	13	2	145	14	1	
.....	101	17	11	58	15	3	43	2	8	
.....	786	11	3	78	15	2	707	16	1	
.....	1206	7	2	98	6	3	1108	0	11	
.....	31	6	3	20	11	4	10	14	11	
.....	369	16	10	120	4	10	240	12	0	
.....	337	9	0	83	7	5	254	1	7	
.....	642	1	6	60	12	0	581	9	6	
.....	525	10	4	64	5	6	461	4	10	
.....	222	6	3	40	2	2	173	4	1	
.....	37	0	1	11	7	0	25	13	1	
.....	21	8	10	10	11	5	10	17	5	
.....	60	9	11	41	0	6	19	9	5	
.....	16	4	9	10	6	3	5	18	6	
.....	284	1	3	23	4	1	260	17	2	
.....	884	13	7	105	14	7	778	19	0	
.....	1546	3	2	135	15	4	1410	7	10	
.....	2105	19	5	133	15	1	1972	4	4	
.....	101	11	5	62	1	5	39	10	0	
.....	123	3	3	44	3	0	79	0	3	
3	15	0	44	3887	13	0	24622	13	5	2891	15	7	21730	17	10	
Credited to account of Taverns, East, now							1477	16	0				1477	16	0	
No. 12, page 208							£	26100	9	5				28208	13	10
.....							.....	.....	.....	2676	5	7	2876	5	7
.....							£	26100	9	5	5568	1	2	20532	8	3

No. 6.

A STATEMENT of the Total Receipts on account of Territorial Revenue of the Province of Canada, for the year ended 31st December, 1856.

SOURCES OF REVENUE.	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Rent of Ferries.</i>						
Received from Buffalo and Brantford Railroad Company, for 18 month's Rent of Ferry at Fort Erie Rapids, from the 15th July, 1854, to 15th January, 1856, at £250 per annum	375	0	0			
do Isaac Plumb, for one year's Rent of Prescott and Ogdensburgh Ferry, to the 10th August, 1856	91	10	0			
do W. H. Wilson, for one year's Rent of Brockville and Morristown Ferry, to the 14th August, 1856	20	5	0			
do Mrs. E. McNabb, for Arrears of Rent of Gati-neau Ferry, to the 23rd April, 1853	12	0	0			
do James Hagan, for 6 months' Rent of do, to the 23rd April, 1856	7	0	0			
do Elizabeth Campbell, for balance of Rent of Oli-ver's Ferry, to the 21st September, 1856	5	0	0			
do Charles Warren, for one year's Rent of Gorman's Landing to Allumette Island, February to 1st November, 1856	2	0	0			
				512	15	0
<i>General Receipts of the Commissioner of Crown Lands.</i>						
For Amount of Crown Instalments, Canada West	40906	17	11			
do of do, Canada East	3002	4	1			
do of Surveyors' Fee Fund	214	2	6			
do of Location Fees, Canada East	38	12	6			
do of Crown Quit Rent	228	11	4			
do of do Arrears of Rent	144	2	9			
do of Casual Fees	47	14	2			
do of Gain of Scrip	23	14	7			
do of Fees on the Garafraxa Road, Canada West	59	10	0			
do of Refund of Commission erroneously debited account Newcastle, Niagara, Dalhousie and Missisquoi Districts	100	12	7			
do of Refund from the Hon. J. Rolph, on account of his Salary as Commissioner of Crown Lands, for the year 1853	31	3	2			
do of Refund from sundry Clerks, for do	159	11	3			
do of Timber Collections for 1852, from W. J. Scott, received 30th April, 1855	10	6	8			
				44067	3	6
<i>Woods and Forests.</i>						
For Amount of Upper Ottawa Collections, per A. J. Russell	£12013	13	8			
do do, per McLean Stewart	16541	17	1			
	28555	10	9			
For Amount of St. Maurice Territory Collec-tions, per Oliver Wells	1702	8	10			
do do, per McLean Stewart	76	7	0			
	1778	15	10			
<i>Carried forward</i>	£30334	6	7	45479	18	6

No. 6.—(Continued.)

SOURCES OF REVENUE.	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Woods and Forests.—(Continued.)</i>						
<i>Brought forward</i>	80334	6	7	45479	18	6
For Amount of Lower Ottawa Territory Collec- tion, per Charles E. Belle.....	5578	4	9			
do do, per McLean Stewart	1484	13	5			
	7062	18	2			
For do of Ontario Territory do, per Jo- seph F. Way.....	5541	19	8			
do do, per McLean Stewart	1174	13	4			
	6716	13	0			
For do of Saguenay Territory do, per George Du- berger.....	2578	7	10			
For do of St. Francis Territory do, per George J. Nagle.....	1319	0	9			
do do, per McLean Stewart	7	15	2			
	1326	15	11			
For do of Huron and Superior Territory do, per A. W. Powell.....	877	3	9			
For do of Madawaska Territory do, per S. V. Larue..	1681	13	11			
For do of Lower St. Lawrence Territory do, per Chas. T. Dubé.....	469	4	9			
For do of Baie des Chaleurs Territory do, per Joseph N. Verge.....	457	12	1			
For do of Peninsula of Canada West do, per N. Hammond.....	799	0	2			
do do, per McLean Stewart	186	3	8			
	985	3	10			
For do of Collections from sundry persons, Sub-Agents and others.....	947	9	8			
				53487	9	6
<i>Crown Domain.</i>						
For Amount of Mr. Fortier's Collections.....	1411	19	3			
For do of Mr. Laurin's do.....	517	11	6			
For do received from O. B. Fournier, one year's Rent of Sea Shoals.....	12	12	0			
For do do from Hudson's Bay Company, for one year's Rent of King's Posts, to 1st October, 1856....	60	0	0			
For do do from R. Mitchell, Fees on Patents for Beach and Deep Water Lots.....	30	0	0			
For do do from Martha Crawford, per R. Buchanan, for Beach Lot Patent Fee.....	12	18	1			
				2045	0	10
For do do on account of Mine Locations.....				5377	8	0
<i>Seignioriy of Lauzon, applicable to Seigniorial Tenure.</i>						
For Amount of Mr. Fortier's Collections.....	4434	16	10			
For do of Collections in 1853 and 1854.....	682	12	10			
				5117	9	8
Total, Receipts.....	£	111457		6		6

No. 7.

STATEMENT of the Duties on Bank Issues, paid the Receiver General, pursuant to the Provincial Act of Canada, 4 and 5 Vic., cap. 29, in the year ended 31st December, 1856.

	Currency.		
	£	s.	d.
Amount of Duties received from the Bank of Montreal, for the year ended 31st October, 1856	6261	1	11
do do of Upper Canada, do do	4750	6	3
do do of British North America, do do	2156	1	8
do do Commercial Bank of Kingston, do do	2564	2	9
do do Gore Bank of Kingston, do do	1991	3	6
do do Quebec Bank do do	1295	18	8
do do Banque du Peuple at Montreal do do	800	16	9
do do City Bank of Montreal, from the 1st May, 1855, to the 31st October, 1856	2824	2	8
Total, Currency	22142	14	2

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 8.

STATEMENT of the Revenue arising from Public Works, and Receipts on account of Interest on Loans to Public Works, in the Province of Canada, between the 1st of February and 31st December, 1856.

WORKS.

	Gross Revenue.			Deductions for Expenses of Collection, Repairs, &c., see Statement No. 12.			Net Revenue, Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
CANALS									
{ Welland.....	68020	9	7	27701	18	0	40318	11	7
{ St. Lawrence.....	21454	14	3	20705	7	5	749	6	10
{ Burlington Bay.....	6187	14	8	2580	1	9	3657	12	11
{ Chambly.....	2888	4	0	2714	16	4	123	7	8
{ Rideau and Ottawa.....	2651	1	10				2651	1	10
HARBOURS									
{ Port Dalhousie.....	18	7	6				18	7	6
{ Port Dover.....	684	0	0				684	0	0
{ Port Stanley.....	1162	17	3				1162	17	3
{ Rondeau.....	70	0	0				70	0	0
BRIDGES									
{ Dunnville.....	145	13	3				145	13	3
{ Melbourne.....	101	2	3				51	2	8
{ Union Suspension.....	452	16	3				842	16	3
LOCKS									
{ St. Anns.....	1264	13	5				58	9	0
{ St. Ours.....	69	0	2	1206	3	11			
SLIDES									
{ Ottawa.....	7716	8	4	1420	3	0			
{ Trent.....	10	0	0	2606	1	2	5110	7	2
Carried over	112847	2	9	284	2	6			
				59278	14	1	55143	14	0

No. 8.—(Continued.)

WORKS.	Gross Revenue.			Deductions for Expenses of Collection, Repairs, &c., see Statement No. 12.			Net Revenue, Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought over.</i>	112847	2	9	59278	14	1	55148	14	0
ROADS	552	10	0				552	10	0
{ Dundas and Waterloo	1230	0	0				1230	0	0
{ Kingston and Napance.	225	0	0				225	0	0
{ London and Port Stanley	114854	12	9	59278	14	1	67151	4	0
	£								
Deduct Excess of Expenses over the Revenue on St. Ours Lock	1351	2	10						
do do do on Trent Slides	224	2	6						
Less.—Payments by Warrant on the Receiver General for miscellaneous charges against various Public Works, per Statement No. 12, Page 177	2014	2	4				1575	5	4
do —Dues refunded, per do	78	12	3				55575	18	8
do —Balances outstanding, 31st December, 1856	2092	14	7						
	1717	16	8						
Totals	£			3810	11	3	3810	11	3
				63089	5	4	51765	7	5

INSPECTOR GENERAL'S OFFICE,
 Toronto, February, 1857.
 W. CAYLEY,
 Inspector General.

No. 9.

STATEMENT of Fines and Forfeitures, including Seizures, collected within the Province of Canada, between the 6th January and 31st December, 1856.

	Gross Revenue.			Expenses of Collection and Seizing Officers' Share, per Statement No. 12.			Total		
	£	s.	d.	£	s.	d.	£	s.	d.
Amount received from the Clerk of the Peace, Montreal.....	149	16	2				149	16	2
do do from do, Quebec.....	21	17	6				21	17	6
do do from do, Three Rivers.....	2	11	0				2	11	0
do do from Clerk of the Crown, Quebec.....	30	0	0				30	0	0
do do from Sheriff, County of Brant.....	103	11	0				103	11	0
do do from do, Elgin.....		1	18				1	18	0
do do from do, Frontenac, Lennox and Addington.....	65	14	6				65	14	6
do do from do, Haldimand.....	23	15	0				23	15	0
do do from do, Hastings.....	36	12	6				36	12	6
do do from do, Leeds and Grenville.....	5	17	6				5	17	6
do do from do, Lambton.....	2	7	6				2	7	6
do do from do, Lincoln.....	4	15	0				4	15	0
do do from do, Middlesex.....	33	10	0				33	10	0
do do from do, Oxford.....	6	3	6				6	3	6
do do from do, Ontario.....	15	13	6				15	13	6
do do from do, Peterborough.....	0	1	0				0	1	0
do do from do, Prescott and Russell.....	0	5	0				0	5	0
do do from do, Stormont, Dundas and Glengary.....	4	17	3				4	17	3
do do from do, Simcoe.....	24	18	9				24	18	9
do do from do, Wentworth.....	4	15	0				4	15	0
do do from do, Waterloo.....	9	10	0				9	10	0
do do from do, York and Peel.....	81	12	1				81	12	1
do do from Magistrates, Canada West.....	1	5	0				1	5	0
Carried over.....	631	6	9				631	6	9

No. 10.

STATEMENT of the Casual Revenue paid the Receiver General of the Province of Canada, for the year ended 31st December, 1856, consisting of Fees on Land Patents, and Instruments under the Great and Privy Seals, Copies and Certificates of Land Patents, including Interest on Public Deposits, and other Incidental Receipts.

R E C E I P T S .	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Provincial Secretary's Office—Western Section.</i>						
Fees on 24 Commissions under Great Seal, at 65s.	78	0	0			
do 25 do Privy Seal, at 25s.	43	15	0			
do 62 Patents of Invention, at £5 each	310	0	0			
do 21 Assignments of same, at 15s. do ..	15	15	0			
do 1 do	1	2	6			
do 2 Copies of Specifications of same, 15s. and 5s. .	1	0	0			
do 59 Commissions of Notary Public, at 40s.	118	0	0			
do 50 Licenses to Medical Practitioners, at 20s.	50	0	0			
do 1 do to Bank Upper Canada, to Import Copper	2	0	0			
do 3 Certificates, at 15s.	2	5	0			
do 421 do, at 2s. 6d.	52	12	6	674	10	0
<i>Eastern Section.</i>						
Fees on 15 Commissions under Great Seal, at 65s.	48	15	0			
do 2 do Privy Seal, at 25s.	2	10	0			
do 9 Patents of Invention, at £5	45	0	0			
do 1 Assignment of same	0	15	0			
do 5 Land Patents, at 50s.	12	10	0			
do 1 do	2	8	9			
do 4 do, at 47s. 6d.	9	10	0			
do 9 do, at 47s.	21	8	0			
do 2 do, at 60s.	6	0	0			
do 2 do, at 27s.	2	14	0			
do 2 do, at 20s. and 19s. 6d.	1	19	6			
do 1 do, part of No. 19, 9 Range of Stanbridge	3	0	0			
do 1 Copy Land Patent	0	12	6			
do 1 License to Pilot	0	15	0			
do 38 Certificates, at 2s. 6d.	4	15	0	162	7	9
<i>Carried forward</i>				836	17	9

No. 10.—(Continued.)

RECEIPTS.	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Brought forward</i>				886	17	9
<i>Provincial Registry Office.</i>						
Fees on 34 Exemptions, at 41s. 3d.	70	2	6			
do 1 do	2	1	6			
do 7 Copyrights, 10s.	3	10	0			
do 5 do, 5s.	1	5	0			
do 18 Certificates, 2s. 6d.	2	5	0			
do 5 Copies Patents, 12s. 6d.	3	2	6			
do 9 do, 18s. 4d.	6	0	0			
do 4 do, 20s.	4	0	0			
do 3 do, 2 at 30s. and 1 at 15s.	3	15	0			
do 2 do, 40s.	4	0	0			
do 15 Search Fees, 1s. 3d.	0	18	9			
				101	0	3
<i>Interest from Public Deposits.</i>						
Received from Commercial Bank, Kingston, to 31st December, 1856	2235	16	9			
do from Montreal, to do	556	4	0			
do from Montreal City and District Savings Bank, to do	109	16	2			
do from Banque du Peuple, Montreal, to do ..	656	18	1			
				3558	15	0
Received from Glyn, Mills & Co., being one-half of the Dividends on £69987 7s., balance of Consols, to 9th January, 1856	596	1	3			
do from Baring, Brothers & Co., do do do ..	596	1	3			
				1192	2	6
Balance at Credit of Marriage License Fund, Canada East, as per Statement No. 16, last year	3022	5	10			
By amount received during the year 1856	632	0	0			
				3654	5	10
<i>Premiums on Debentures Sold.</i>						
Received from Messrs. Glyn, Mills & Co. Premium on the sale of £175,000, Sterling, 6 per cent. Debentures, negotiated by them, i.e., £22,037 10s., equal Currency	26812	5	10			
do from Baring, Brothers & Co., do on £230,000, do, negotiated by them, i.e., £21,599 10s., equal Currency	26279	7	10			
				53091	13	8
<i>Carried over</i>			£	62434	15	0

No. 10.—(Continued.)

RECEIPTS.	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>				62484	15	0
<i>Miscellaneous.</i>						
Received from G. E. Cartier a refund of sum advanced for Seed Grain				2	10	0
do from William Ermatinger, being amount of un- claimed Arrears, Gratuity to Men of Water Police				55	0	0
do from C. A. Clark, Deputy Commissary General, on account of Disbursements for relief of Passen- gers Wrecked				140	19	0
do from do, of Passengers Wrecked on the "Loc- maben Castle"				692	1	5
do J. C. Tulloch, for Rent of Canteen, to Novem- ber, 1855				42	8	0
do R. B. Johnson and A. M. Delisle, Special Magis- trates, being balance of unexpended Monies in their hands				26	10	11
do J. E. Campbell, being refund of advance for Seed Wheat for Parish of St. Hilaire				50	0	0
do Baron DeRottenburg, being the pay of Two Men returned				5	0	0
do J. O. Taché, Secretary to Commissioners, bal- ance of Monies unexpended of Grant of Paris Exhibition				311	10	6
do O. Martineau, Sheriff of Kamouraska, refund of this sum paid through error, on account of the Salary of a Turnkey in that District				22	15	0
do from M. Strange, refund, as Major Commanding the Frontenac Cavalry				3	2	1
do from John Langton, Auditor of Public Accounts, the following sum, received from various Banks for Signing and Registering of Bank Notes under the Act				114	19	11
<i>Carried forward</i>			£	68910	11	10

No. 10.—(Continued.)

RECEIPTS.	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Brought forward</i>				63910	11	10
<i>Miscellaneous.—(Continued.)</i>						
Received Dividends on account of Instalments of 3 per cent. Consols				16438	8	10
do from Thomas McGinn, Gaoler, Montreal, the following sum paid him through error for the Salary of Two Turnkeys, for the year 1855				182	10	0
<i>Deductions.</i>						
Thomas D. Harington, Twelve months' additional Salary as Chief Clerk, Provincial Secretary's Office, to 31st December, 1856	115	0	0	£ 80531	10	8
For proportion of Printing and Postages, chargeable to Marriage License Fund, Canada East, for 1856	14	2	6			
				129	2	6
Net Revenue			£	80402	8	2

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,

Toronto, February, 1857.

No. 11.

STATEMENT of the Revenue arising from Fees received from the Clerks and Deputy Clerks of the Crown and Pleas, in the Courts of Queen's Bench and Common Pleas; also, the Master, Registrar, and Deputy Registrars of the Court of Chancery, and the Clerk of Process, in virtue of the undermentioned Acts, between 1st February and 31st December, 1856, and forming part of the Consolidated Revenue Fund.

<i>Court of Queen's Bench and Common Pleas, 12 Vic. cap. 63.</i>				£	s.	d.	£	s.	d.
Amount received	from the Clerk of the Court of Queen's Bench	for the County of York.....		778	2	7			
do	do	from do Court of Common Pleas, for do.		961	7	10			
do	do	from the Deputy Clerk of the Crown, of the Courts of Queen's Bench and Common Pleas, for County of Brant ..		232	18	9			
do	do	do Carleton		193	16	7			
do	do	do Elgin		107	1	2			
do	do	do Essex		79	5	9			
do	do	do Frontenac, Lenox, and Addington.		312	4	7			
do	do	do Grey		17	17	7			
do	do	do Haldimand		66	9	1			
do	do	do Halton		29	16	11			
do	do	do Hastings		343	17	10			
do	do	do Huron and Bruce.....		120	17	8			
do	do	do Kent		54	6	9			
do	do	do Lambton		38	2	11			
do	do	do Leeds and Grenville.....		168	7	11			
do	do	do Lincoln		103	0	6			
do	do	do Lanark and Renfrew		4	7	3			
do	do	do Middlesex		474	5	8			
do	do	do Northumberland and Durham ..		219	1	6			
do	do	do Norfolk		44	15	11			
do	do	do Ontario		70	18	4			
do	do	do Oxford		175	11	4			
do	do	do Perth.....		80	15	6			
do	do	do Prince Edward.....		49	16	7			
do	do	do Peterborough and Victoria		88	1	0			
do	do	do Prescott and Russell		12	12	4			
do	do	do Stormont, Dundas, and Glengary.		176	0	6			
do	do	do Simcoe		103	15	6			
do	do	do Waterloo		72	8	10			
do	do	do Welland		16	16	7			
do	do	do Wellington		62	6	11			
do	do	do Wentworth		610	12	3			
							5878	15	5
<i>Court of Chancery, 12 Vic. cap. 64.</i>				£	s.	d.	£	s.	d.
Amount received	from the Master for the County of York....			260	16	5			
do	do do Registrar, do do			627	8	7			
do	do do Master and Deputy Registrar, County of Frontenac			10	18	2			
do	do do do and do do do Middlesex			43	5	3			
							942	8	5
<i>Court of Queen's Bench and Common Pleas, 19 & 20 Vic. cap. 43.</i>				£	s.	d.	£	s.	d.
Amount received	from the Clerk of Process, County of York.						98	5	10
Total, Currency.....				£			6914	4	8

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	£		s.		d.		Currency.			Total Currency.												
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.										
Civil List, Schedule B, 18 Vic. cap. 80, and 19 & 20 Vic. cap. 86.	<i>Governor General's Secretary's Office.—(Continued.)</i>																							
	<i>Brought over</i>																							
	George Boxall.....	Twelve months' Salary as Messenger, to 31st December, 1856.....											1563	2	2	7777	15	4	225223	15	7			
	George E. Cartier.....	<i>Provincial Secretary's Office.</i> Salary as Provincial Secretary, from 1st January to 23rd May, 1856, at £1250 per annum.....											494	10	2									
	T. Lee Terrill.....	do as do, from 24th May to the 31st December, 1856, at do.....											755	9	10									
	E. Parent.....	Twelve months' Salary as Assistant do, East, to do as do, West, to do.....											680	0	0									
	E. A. Meredith.....	do as Chief Clerk in charge of Engraving Branch, Deputy Governor for Signing Marriage Licenses, Receiver of Fees, and Paymaster of the Contingent Expenses of the Public Offices, to 31st December, 1856.....											560	0	0									
	T. D. Harrington.....	do as Housekeeper, to do as Messenger, to do.....											345	0	0									
	Thomas Ross.....	<i>Clerks, Eastern Branch.</i> Twelve months' Salary as 1st Clerk, to 31st December, 1856.....											330	0	0									
	Henry Jarmy.....	do as 2nd do, to do.....											330	0	0									
	W. H. Jones.....	do as 3rd do, to do.....											270	0	0									
	A. R. Roche.....	do as 4th do, to do.....											250	0	0									
	Sabin Tatu.....	do as 5th do, to do.....											300	0	0									
	John Gow.....	do as Housekeeper, to do.....											104	3	4									
	James Dorr.....	do as Messenger, to do.....											93	15	0									
Grant Powell.....	<i>Clerks, Western Branch.</i> Twelve months' Salary as 1st Clerk, to 31st December, 1856.....											402	10	0										
Henry Steele.....	do as 2nd do, to do.....											300	0	0										
Charles J. Birch.....	do as 3rd do, to do.....											270	0	0										
George S. Bertrand.....	do as extra do, to do.....											156	5	0										
H. F. Glackemeyer.....	do as do do, to do.....											201	6	0										
C. J. Boulangst.....	do as Clerk arranging the Public Archives at Montreal, to do.....											183	0	0										
J. N. Fradet.....	do as Messenger, to do.....											93	15	0	6039	14	4							
Thomas Annot.....	<i>Provincial Registrar's Office.</i> Twelve months' Salary as Deputy Provincial Registrar and French Translator, to 31st December, 1856.....											460	0	0										
William Kent.....	do as 1st Clerk, to do.....											300	0	0										
George H. Lane.....	do as 2nd do, to do.....											300	0	0										
Amable Bélanger.....	do as extra do, to do.....											250	0	0										
J. A. Bélanger.....	do as do do, to do.....											183	0	0										
M. Valiquette.....	do as Messenger, to do.....											93	15	0	1586	15	0							
E. P. Faché.....	<i>Receiver General's Office.</i> Salary as Receiver General, from 1st January to 23rd May, 1856, at £1250 per annum.....											494	10	2										
Joseph C. Morrison.....	Salary as do, from 24th May to 31st December, 1856, at do.....											755	9	10										
C. E. Anderson.....	Twelve months' Salary as Deputy do, to do as do.....											560	0	0										
Theophile Dufort.....	do as 1st Clerk, to do.....											402	10	0										
J. B. Stanton.....	do as 2nd do, to do.....											318	0	0										
George C. Reiffenstein.....	do as 3rd do, to do.....											330	0	0										
W. Hedge.....	do as 4th do, and Bank Accountant, to do.....											318	0	0										
J. F. Pollant.....	do as 5th do and General Clerk, to do.....											270	0	0										
T. Braun.....	Three Fund Clerk, to 31st March, 1856, at £250, and from 1st April to 31st December, 1856, at £325 per annum.....											306	5	0	17121	1	10	225223	15	7				
<i>Carried over</i>												3754	15	0										

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	£			s.			d.			Total Currency.								
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.						
Civil List, Schedule B, 9 Vic. cap. 62, 18 Vic. caps. 78 & 89, and 19 & 20 Vic. cap. 86.	A. Bender Charles W. Shay François Casault William Cayley Joseph Cary William Dickinson David A. Ross Norris Godard John Drysdale Archibald Cary F. G. Scott John J. Hackett Louis Prevost do David Ryan	Receiver General's Office—(Continued.) <i>Brought over</i> Salary as Clerk, from 10th January to 31st March, 1856, at £325 per annum Twelve months' Salary as 8th Clerk, and Assistant Book-keeper, to 31st December, 1856 do as Messenger to do <i>Inspector General's Office.</i> Twelve months' Salary as Inspector General, to 31st December, 1856 do as Deputy do, to do do as Acting do, to do do as Chief Clerk, to do do as 1st Bookkeeper, to do do as 2nd do, to do do as 2nd Clerk, to do do as 3rd do, to do do as 4th do, to do do as Clerk attached to this Department, to look after the interests of the Crown in respect of the Loans to the sufferers by the great Fires in Quebec, in 1845, to do Contingencies of his Office, for the half-year ended 30th June, 1856 Twelve months' Salary as Housekeeper and Messenger, to 31st December, 1856	375	15	0	74	2	1	228	8	10	93	15	0	4151	0	11	225226	15	7
			250	0	0	21	0	2	271	0	2	114	11	8						

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	£			s.			d.			Total Currency.																							
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.																					
	R. S. M. Bouchette J. W. Peachy James A. Green J. R. Audy H. H. Duffill J. M. Muckle John Langton Thomas Cruse Charles Cambie Christopher Green James Patterson Edward C. Barber Sir A. N. McNab P. M. Vankoughnet W. H. Lee W. A. Himsworth Moore A. Higgins F. Vallerand Olivier Colé Thomas Burn	<i>Customs Branch.</i> Twelve months' Salary as Commissioner, to 31st December, 1856 do as Corresponding Clerk, to do do as Statistical Clerk, to do do as Clerk of Seizures and Ferries, to do do as Check and Statistical Clerk, to do do as Check Clerk, to do <i>Auditor's Branch.</i> Twelve months' Salary as Auditor of Public Accounts, to 31st December, 1856 Salary as Bookkeeper, from 17th January to 31st December, 1856, at £300 per annum do as Clerk, from 1st January to 31st March, at 13s. 9d. per diem, and from 1st April to 31st December, 1856, at £250. do as do, to do, at 12s. 6d. per diem, and do as do, from do to do, at £225 per annum do as do, from do to do, at 10s. per diem, and from do to do, at £175 per annum. The same <i>Executive Council Office.</i> Salary as President of Committees, from 1st January to 23rd May, 1856, at £1250 per annum do as do, from 24th May to 31st December, 1856, at do to do Twelve months' Salary as Clerk, do to do do as Confidential do, to do do as 1st Clerk, do to do do as 2nd do, do to do do as 3rd do, do to do do as extra do, do to do <i>Carried over</i>	600	0	0	295	16	8	300	0	0	300	0	0	300	0	0	225	12	6	176	15	0	176	15	0	8564	15	10	225226	15	7			
			494	10	2	755	9	10	560	0	0	460	0	0	300	0	0	300	0	0	300	0	0	300	0	0	228	15	0	3398	15	0	29880	18	7

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s	d.	£	s	d.
Civil List, Schedule B, 18 Vic. cap. 78, 89, and 19 & 20 Vic. cap. 86.	<i>Executive Council Office.—(Continued.)</i>							
	<i>Brought over</i>							
	F. H. Himsworth	Twelve months' Salary as Extra Clerk, to 31st December, 1856	3398	15	0	20896	18	7
	John Ryan	do as Messenger, to do	228	15	0			
	Michael Naughton	do as Doorkeeper, to do	93	15	0			
	<i>Department of Public Works.</i>							
	F. Lemieux	Fifteen months' Salary as Chief Commissioner, from 1st October, 1855, to 31st December, 1856, at £1250.	1502	10	0			
	Jean Chabot	Increase Salary as do, from 1st to 26th January, 1856, at £450	82	10	0			
	H. H. Killaly	Twelve months' Salary as Assistant Commissioner, to 31st December, 1856	960	0	0			
	Thomas A. Begly	do as Secretary to do	622	10	0			
John Page	Salary as Chief Engineer, from 1st February to 31st December, 1856, at £810 per annum, including £50 increase for 1855.	802	10	0				
F. P. Rubidge	Eleven months' Salary as Assistant Engineer and Draftsman to 31st December, 1856, at £460 per annum.	421	13	4				
Struthers Straug	Two months' Salary as Bookkeeper, from 1st February to 31st March, at £402 10s. per annum.	67	1	8				
James Turnbull	do as Assistant do, to 31st March, 1856, and nine do as Bookkeeper, to 31st December, 1856	281	11	8				
Charles D. Shanly	Eleven do do as Chief Clerk, from 1st February to do	302	10	0				
Joseph Guy	do do do as Clerk, to do	229	8	4				
J. W. Harper	do do do as do, to do	239	3	4				
Civil List, Schedule A, 13 & 14 Vic. cap. 37.	<i>Bureau of Agriculture and Statistics.</i>							
	C. W. Heath	do do do as do and Acting Paymaster, from do to do	366	18	4			
	Patrick Owens	do do do as Office-keeper to do, at £104 per annum	95	6	8			
	Michael Walsh	do do do as Messenger, to do, at £118 do.	108	17	1			
	Jean St. Pierre	do do do as do, to do, at £93 lbs.	85	18	9			
	<i>Bureau of Agriculture and Statistics.</i>							
	William Hutton	Twelve months' Salary as Secretary, to 31st December, 1856	460	0	0	6167	19	2
	Evelyn Campbell	do do do as 1st Clerk and Accountant,						
	N. E. Laurent	do do do as 2nd do, to do	360	0	0			
	E. Deguise	do do do as 3rd do, to do	300	0	0			
D. McLeod	do do do as 4th do, to do	270	0	0				
Michel Fisét	do do do as Messenger, to do	250	0	0				
John Johnston	do do do as do, to do	93	15	0				
	do do do as do, to do	93	15	0				
<i>Post Master General's Department.</i>								
Robert Spence	Twelve months' Salary as Provincial Post Master General, to 31st December, 1856.				1827	10	0	
David Luck	Fifteen months' increase Salary, as Keeper of Government House, Montreal, to 31st December, 1856, at £31 10s. per annum				1353	0	0	
W. C. Crofton	Twelve months' Salary, as Clerk in the Civil Government, to 31st December, 1856				39	7	6	
<i>Attorneys and Solicitors General.—West.</i>								
John A. McDonald	Twelve months' Salary as Attorney General West, to 31st December, 1856	1250	0	0				
Richard A. Harrison	do do as Clerk, to do	250	0	0				
John A. McDonald	do do of an extra Clerk, to do	100	0	0				
do	do do of an Agent, Toronto, to do	100	0	0				
Henry Smith, junior	do do of a Messenger, to do	93	15	0				
	do do as Solicitor General, West, to do	750	0	0				
<i>Carried over</i>								
			2548	15	0	45780	10	3
						225223	15	7

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.							
			£	s.	d.	£	s.	d.					
		<i>Brought over</i>				457	8	10	3	225	233	15	7
		<i>Attorneys and Solicitors General.—East.</i>											
Civil List, Schedules A and B, 18 Vic. cap. 89, and 19 & 20 Vic. cap. 86.	L. T. Drummond	Salary as Attorney General East, from 1st January to 23rd May, 1856, at £1250 per annum				494	10	2					
	George E. Cartier	do as do, from 24th May to 31st December, 1856, at do				755	9	10					
	L. T. Drummond and George E. Cartier	Twelve months' Salary of an extra Clerk, to do				187	10	0					
	Dunbar Ross	do do of a Messenger, to do				62	10	0					
	George Futvoye	do do as Solicitor General East to do				750	0	0					
		do do as Permanent Clerk to the Crown Law Department to do				500	0	0					
		<i>CONTINGENCIES of PUBLIC DEPARTMENTS.</i>											
		<i>Civil Secretary's Office.</i>											
	Sundry Persons	For subscription to and advertising in various newspapers, during 1856	114	12	4								
	Post Master General	For Postages, from 1st October, 1855, to 31st December, 1856	347	6	5								
	Desbarats & Derbshire	For Printing done, and Stationery furnished, during the year 1856	100	4	9								
	N. Samuels	For Steel Pens	117	6									
	McLear & Co	For Stationery, &c.	16	18	8								
	A. H. Armour	For do	3	12	0								
	Montreal Telegraph Company	For Telegraph Notices	3	12	1								
	J. Wingfield and George Smith	Twelve months' allowance as Orderly Sergeants to His Excellency the Governor General, to 31st December, 1856	71	8	4								
	Philip St. Hill, House-keeper	Amount of sundry disbursements for the Department, during 1856	39	2	5								
	George Mayes	For engraving Plates, &c.	38	17	6								
	W. H. Lee	For old Statutes	0	10	0								
		<i>Provincial Secretary's Office.</i>											
	Sundry Persons	For subscriptions to and advertisements in various newspapers, during 1856	193	16	8								
	Post Master General	For postages, from 1st July to 31st December, 1856	72	5	9								
	N. Samuels	For Steel Pens	4	10	0								
	W. Warren	For two Office Clocks	13	10	0								
	J. Griffiths	For Letter Bags	3	19	0								
	Doctor Kane	For two copies of his work	3	0	0								
	W. W. Smith	For four do of Seigniorial Court Print	4	0	0								
	Desbarats & Derbshire	For Printing and Stationery, during the year 1856	764	14	7								
	H. Rowsell	For do do	119	0	10								
	John Beatty	For do do	50	7	0								
	A. H. Armour	For do do	21	17	0								
	P. Sinclair	For Books, &c.	25	7	1								
	Jacques & Hay	For repairs to Furniture	1	0	0								
	J. E. Pall	For Picture-Frame	2	10	0								
	T. D. Harrington	For certain trifling disbursements of the Office	23	7	7								
	John Gov, House-keeper	Amount of disbursements incurred by him for the same	59	11	2								
	George Desbarats	Twelve months' rent of premises, Montreal, occupied for storing Public Documents, to 1st November, 1856	25	0	0								
	C. Deforest	For express-charges on three boxes of Statutes	7	7	6								
	H. Lewis	For Locksmith's work	8	7	9								
	J. Dorré & J. N. Pradet, Messengers	Twelve months' allowance for lodgings, to 31st December, 1856, at £30 per annum each	60	0	0								
		<i>Carried over</i>	1468	2	11								
						737	17	0					
						48630	10	3					
						225	233	15					

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Currency.			Total Currency.			
			£	s.	d.	£	s.	d.	£	s.	d.	
Civil List, Schedule B.	<i>Department of Public Works—(Continued)</i>											
	<i>Brought over</i>			71	13	0	6350	10	8	225223	15	7
	M. Hayes	For printing done		7	0	0						
	Doctor Kane	For one copy of his work		1	10	0						
	R. Lewis	For water coolers		5	10	0						
	Boswick & McDonell	For candles		8	10	9						
	S. J. Shaw	For hardware		2	15	0						
	J. Jackson	For crockery		5	5	0						
	Montreal Telegraph Company	For telegraph Communications for six months, to 31st October, 1855		22	7	8						
	R. Sharpley	For Books, &c.		72	3	1						
	Maclear & Co	For Stationery		12	18	11						
	A. H. Armour	For do		6	14	0						
	Derbshire & Desbarats	For do		208	9	8						
	Thomas A. Begly	For various contingent expenses of the Department		107	6	0						
	P. Owen, Messenger	Salary as Messenger, from 12th November, 1855, to 31st January, 1856, at 293 15s per annum		31	16	3						
	Jean St. Pierre	Salary as Assistant Book-keeper, from 1st February to 18th April, 1856, at 18s per diem		20	10	11						
	James Turnbull	do as do, from 3rd May to 31st December, 1856, at do		70	4	0						
	Felix Hamel	do as do, from 26th April to 3rd December, 1856, at 10s per day		218	14	0						
	N. M. E. Maynard	do as do, from 5th May to 31st Dec., 1856, at do.		111	0	0						
	George Fiset	do as do, from 4th July to do, at do.		120	0	0						
J. F. N. Bonneville	do as do, between 3rd December, 1855, and do, at do		90	10	0							
D. Sewell	do as do, from 6th to 19th February, 1856, at do		59	0	0							
N. Gingras	do		7	0	0							

F. Chassé	For copying documents, relating to the projected Ship Canal to connect the St. Lawrence with Lake Champlain, 3900 folios, at 6d		9	15	0							
J. W. Harper	For the same		4	15	0							
W. W. Smith	For a copy of the Seigniorial Court Print		1	0	0							
J. Parkin	For Locksmith's work		1	3	9							
J. J. Beatty	For Printing		9	5	0							
H. H. Killaly, junior	For 58 days employed in copying Plans, Reports, &c., at 7s 6d per day		21	15	0							
C. McCarthy	For 69 days do, Copying do, at 12s 6d per day		43	2	6							
<i>Crown Law Department.</i>									1851	14	6	
Sundry Persons	For subscription to and advertisements in various Newspapers during 1856		56	18	3							
Post Master General	For Postages during 1856		43	7	8							
Derbshire & Desbarats	For Stationery, &c.		565	16	5							
N. Samuels	For Steel Pens		9	15	0							
Maclear & Co	For Stationery		6	9	0							
Thompson & Co	For the same		3	2	6							
W. Haynes	For Law Books		22	3	0							
Rich, Brothers	For the same		38	5	0							
J. Rolston	For the same		42	2	0							
Wynour & Co	For the same		35	1	0							
H. Rowsell	For the same		31	2	6							
C. Goderich	For Candelsticks		3	5	0							
R. Lewis	For Three copies of Seigniorial Court Print		3	0	0							
W. W. Smith	For One do of his work		1	10	0							
Dr. Kane	For Contingencies of the Department		12	16	0							
George Futvoye	For do		6	7	6							
G. Baby and others	For do		8	7	0							
P. Lynch	For Copying		10	10	0							
J. Gooch	For do		5	15	0							
D. Alexander	For do		30	2	6							
N. Gingras	For do								987	3	10	
<i>Carried over</i>									8639	9	0	
									48530	10	8	
									225223	15	7	

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	£			s.			d.			Currency.			Total Currency.												
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.										
Civil List, Schedules A and B. 18 Vic cap. 89, and 19 & 20 Vic. cap. 86.			<i>Brought over</i>															8089	0	0	48580	10	8	995293	15	7	
			<i>Bureau of Agriculture and Statistics.</i>																								
			E. Campbell and others.	For Five copies of the Blue Book of Canada, for the year 1855, at £32 10s. each		162	10	0																			
			M. Fiset, Messenger	For certain disbursements of the Department.		43	12	3																			
			D. Murphy & D. Conley.	For Cutting Wood		62	0	0																			
			<i>Departments Generally.</i>															268	2	3							
			Montreal Telegraph Company	For Telegraph communications, including Steamer Reports, &c., during the year 1856		786	12	9																			
			International Company.	For the same		224	3	1																			
			Toronto Gas Company.	For Gas furnished various Offices.		76	0	9																			
			Toronto Water Works.	For Water supplied to do		86	11	10																			
			W. Wray	For Fuel for do		28	17	6																			
			T. W. Steers	For do		176	15	0																			
			R. Wishart	For do		335	9	6																			
			J. G. Beard	For do		328	17	6																			
			F. Hanscomb	For Coals		29	0	0																			
A. Taylor & Co.	For do		1	17	6																						
C. Lafleur	For do		25	0	0																						
T. Greer and others	For Carting the same.		43	14	6																						
D. McGee	For Stoves, including cleaning of same.		62	17	0																						
Philip St. Hill	Amount of certain expenses incurred by him, as Keeper of the Building occupied by the Provincial Secretaries and other Departments of the Government, for 1856		347	12	1																						
P. McCaffrey & others.	Labourers employed at different Departments, in cutting and carrying wood, clearing snow, &c., during the year		487	12	5																						

Harbour Master, Toronto	Harbour dues on Coals		18	5	7												
Philip St. Hill	Nine months' additional Salary as House-keeper, to 30th September, 1856, at £30 16s. 8d. per annum		15	12	6												
David A. Ross	Allowance for Superintending the Printing of the Public Accounts of Canada, for 1854 and 1855					2984	19	6									
David Luck	Twelve months' Salary and Allowance for Two Servants, as Keeper of the Government House, at Montreal, to 31st December, 1856					70	0	0									
J. G. Morrison, Receiver General	On account of the Contingencies of his Office					196	0	0									
	Less.—This amount paid in January, 1857					100	0	0									
	N.B.—The following sum is included in the Unprovided Statement of this year, marked A, to be made good					£	12188	10	9								
						£	1442	10	9								
							10746	0	0								
							3246	0	0								
	Total, Civil Government									7500	0	0					
														56030	10	8	
ADMINISTRATION OF JUSTICE.																	
CANADA EAST.																	
<i>Court of Queen's Bench.</i>																	
Sir Louis H. Lafontaine, Baronet	Twelve months' Salary as Chief Justice, to 31st December, 1856					1250	0	0									
Jean F. J. Duval	Twelve months' Salary as Puisné Judge, to do		1000	0	0												
René E. Caron	do as do, to do		1000	0	0												
Thomas C. Aylwin	do as do, to do		1000	0	0												
						3000	0	0									
										4250	0	0					
										4250	0	0					
														281254	5	10	

Carried over

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	CURRENCY.			CURRENCY.			TOTAL CURRENCY.					
			£	s.	d.	£	s.	d.	£	s.	d.			
Civil List, Schedule A, 19 & 20 Vic. cap. 86.	R. McKay	<i>Criminal Prosecutions.—(Continued.)</i> <i>Brought over</i>							20291	12	10	281254	5	10
	Henry Driscoll, Queen's Counsel	Professional Services at the Criminal Term of the Court of Queen's Bench, Montreal, in March, 1856				556	13	6						
	T. J. Loranger, Queen's Counsel	do, at do, in October, 1856, including other Services, during nine months, ended 30th September, 1856				172	16	8						
	Andrew Stewart, Queen's Counsel	do, on the part of the Crown, in Montreal, between 14th November, 1855 and 31st December, 1856				217	16	8						
	J. E. Turcotte, Queen's Counsel	For Professional Services at Criminal Term of Queen's Bench, Quebec, in July, 1856, and Attendance at Court between 13th February and 1st August, 1856				38	10	0						
	J. C. Monk, Queen's Counsel	do, at Three Rivers, during the September Criminal Term of 1856				146	0	0						
	Thomas L. Terrill	do, in the Case of Gray, at Huntington				49	0	0						
	J. C. Taché	For Professional Services between the years 1852 and 1855 for Conducting Crown Business at Kamouraska				63	0	0						
	Sir L. H. LaFontaine, Baronet	<i>Circuit Allowances.</i> Being the usual Allowances for Attending the Court of Appeal, at Quebec, in January and July, 1856, and the Criminal Term of Queen's Bench, Three Rivers, in September, 1856		75	0	0								
	Thomas C. Aylwin	do	Criminal Term, Three Rivers, in January; at Sherbrooke, in February; and Aylmer, in June, and the Court of Appeals, Quebec, in July, 1856	100	0	0				1453	16	10		

James Smith	do	at Sherbrooke, in February, and Ottawa, in June, 1856	50	0	0									
C. Mondelet	do	at Quebec, in January, at Aylmer, in February and July, Three Rivers, June, and the Court of Appeals, Quebec, in July, 1856	125	0	0									
C. D. Day	do	Aylmer, in February, and Sherbrooke, in June, 1856	50	0	0									
William Badgley	do	Kamouraska, in March, 1856, and Court of Appeals, Montreal, in May, 1856	50	0	0									
Ed. Bowen	do	Montreal in May and June, Sherbrooke in February and June, and the Circuit Court Portneuf in May, 1856	112	10	0									
A. N. Morin	do	Three Rivers, in June, 1856	25	0	0									
R. E. Caron	do	Montreal, in May, do, do, do, and Kamouraska, in March, 1856	25	0	0									
J. F. Duval	do	do, do, do, do, and Kamouraska, in March, 1856	25	0	0									
W. C. Meredith	do	do, do, do, do, and the Circuit Court of Kamouraska and Arthabaska	50	0	0									
D. Mondelet	do	do	50	0	0							737	10	0
J. B. Parkin, Assistant Judge	do	Eastern Circuit St. Francis, in September, 1855, and for attendance at Equêtes and Sessions of Superior Court, Quebec, in January, February, and March, 1856	120	0	0									
Henry Driscoll	do	Court at Three Rivers, in February 1856	25	0	0									
J. F. Taschereau, Assistant Judge	do	Leeds Circuit, in do	12	10	0									
R. E. Caron	do	Kamouraska, in April, Sherbrooke, in September, and Court of Appeals, Montreal, in October, and Kamouraska, in November, 1856	100	0	0									
E. Short	do	Stamstead and Richmond Circuits, in November, 1855, and the same, including Eastern and Wolfe, in January, May, September, 1856, and the Court of Appeals, in June and October, 1856	225	0	0									
Ed. Bowen	do	Circuit Courts St. Marie de Beauce, in July, and Portneuf, in September, and Superior Court, Kamouraska, in October, 1856	50	0	0									
		<i>Carried over</i>	532	10	0							21745	9	8
												281254	5	10

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Currency.			Total Currency.		
			£	s.	d.	£	s.	d.	£	s.	d.
19 & 20 Vic. cap. 86.	F. Dasylva	High Constables.—(Continued.) <i>Brought over</i>	1980	3	7	41827	7	2	281254	5	10
	do	Salary as High Constable, Three Rivers, from 7th July to 31st December, 1856, at £30 per annum	14	10	2						
	Philip Burns	On account of his Fees and Disbursements, for the year 1856	100	0	0						
	George A. Fearon	do of do as late do	100	0	0						
	do	Services performed for the same	13	19	6						
	Eleazar Clark	Twelve months' Salary as High Constable, St. Francis, to do	30	0	0						
	do	On account of his Fees and Disbursements, to 30th June, 1856	288	3	9						
	John Gordon	Fifteen months' Salary as High Constable, Ottawa, from 1st October, 1855, to 31st December, 1856, at £30 per annum	37	10	0						
	do	Balance of his Fees and Disbursements, for eighteen months ended 31st December, 1855	187	2	6						
	Severin Dupuy	Twelve months' Salary as High Constable, Kamouraska, to 31st December, 1855	30	0	0						
do	Amount of his Fees and Disbursements, half-year ended 30th June, 1856	2	5	0							
		<i>Keepers of Gaols and Court Houses.</i>									
James McLaren	Salary as Keeper of the Gaol, Quebec, from 15th to 31st March, 1855, at £138 17s. 9d. per annum	6	11	2							
do	Twelve months' do as do, to 31st December, 1856	250	0	0							
do	do of two Turnkeys, to do, at 5s. each per diem	183	0	0							
			32	5	0	2778	14	6			
			439	11	2						

Thomas McGinn	do	do as Keeper of the Gaol at Montreal, to 31st December, 1856	250	0	0						
Richard Gennis	do	do as Keeper of the Gaol at Three Rivers, to 31st December, 1856	100	0	0						
do	do	do of two Turnkeys to do, at 5s. each per diem	183	0	0						
Patrick Read	do	do as Keeper of the Gaol at St. Francis, to do	288	0	0						
John Murphy	do	do as do at Ottawa, to do	100	0	0						
George F. Bowen	do	do of one Turnkey at St. Francis, to do, at do	91	10	0						
L. M. Coutlee	do	do of do at Ottawa, to do, at do	91	10	0						
O. Martineau	do	do of do at Kamouraska, to do, at do	91	10	0						
Martin Sheppard	do	do of two do District of Gaspé, to do, at do	183	0	0						
H. Desjardins	do	do as Keeper of the Gaol and Court House, Kamouraska, to 31st December, 1856	100	0	0						
Joseph E. Tuzo	Fifteen	do as do at Percé, to do, including increase of £20, for 1855	90	0	0						
William Adams	Six	do as do at New Carlisle, to 31st December, 1855, at £40 per annum	20	0	0						
do	Twelve	do as do, to 31st December, 1856, including increase of £20, for 1855	80	0	0						
Patrick Lowe	do	do as Keeper of the Court House, Quebec, to do	150	0	0						
Anable Loiselle	do	do as do, Montreal, to do	150	0	0						
Joseph Robitaille	do	do as do, Three Rivers, to do	50	0	0						
C. M. Hyndman	do	do as do, Sherbrooke, to do	25	0	0						
		<i>Physicians to Gaol.</i>									
Joseph Morin	Twelve months' Salary as Physician, Quebec, to 31st December, 1856		223	4	4						
Pierre Beaubien	do as do, Montreal, to do		272	4	4						
George Badeaux	do as do, Three Rivers, to do		55	11	0						
		<i>Carried over</i>	549	19	8	46901	21	10	281254	5	10

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
19 & 20 Vic. cap. 86.		<i>Circuit Courts.—(Continued.)</i>						
		<i>Brought over.</i>						
	William Hume	Twelve months' Rent of Court House, Leeds, to 8th August, 1856	728	2	11	507	00	4 8
	B. L. LePage	do of do, Terrebonne, and Contingencies for 1855	10	0	0			
	L. N. Gauvreau	Rent of do, Isle Verte, and Contingencies, to 31st December, 1856	80	9	6			
	C. DuBerger	Twelve months' do, and Contingencies of do, Sauguenay, to 30th September, 1856	33	7	6			
	J. B. F. Painchaud	do of Magdeline Islands, for year 1856	27	5	0			
	F. H. Marchand	Amount of Rent and Contingencies of do, St. Johns, to 1st November, 1856	10	0	0			
	F. H. LeMaire	Twelve months' Rent of do, St. Benoit, to 1st May, 1856	67	10	0			
	John Fraser	do and Contingencies of do, Restigouche, to 24th May, 1856	25	0	0			
	J. O. Bastien	Twelve months do and do, of do, Vaudreuil, to 1st August, 1856	25	0	0			
	P. Cowan	Rent and Contingencies, Missisquoi, for 18 months, from 1st April, 1855, to 1st October, 1856	53	17	6			
			57	10	0	1118	2	5
		<i>Miscellaneous Items of Justice.</i>						
	Thomas C. Coleman	Amount of the Reward offered for the Apprehension of P. Elford	50	0	0			
	Alexander Gill	For Service of Warrants, &c., in Criminal Suits	6	19	0			
	J. B. Duggan	For Forty-one days attendance as Interpreter to the Grand Jury of the Court of Queen's Bench and Quarter Sessions, Quebec, during the year 1856, i.e., 5 days at 11s 8d, and 36 days at 20s	38	18	4			

	C. Allyn	Amount of Cost as Attorney for the Crown, in the Suit J. J. Hays and W. M. Kelly, in Superior Court, Lower Canada	8	1	0			
	C. J. Coursol	Amount of Expenses in proceeding with a party of Police to St. Jean Chrysostom, to arrest certain parties accused of Felony, in February, 1856	2	10	1			
	do	For the same case, at Quebec, during the same month	11	5	0			
	do	Murder of Morise Norman, at St. Timothée in proceeding from Montreal to St. Jean Chrysostom and back, to enable the Valuator to put into operation certain portions of the Act 18 Vic, cap. 100	111	0	6			
	C. E. Shiller	Amount of Fees and Allowances due him as Superintendent of Crown Witnesses, Montreal, for half-year ended 30th June, 1856	143	15	7			
	Green & Doucet	On Account of certain Disbursements of their Office in Criminal Matters, as Clerks of the Peace, Quebec, during 1856	187	1	3			
	W. A. Townsend	For Payment of Taxed Bill of Costs on the Appeal, in case of Simard vs. Townsend, Cavazzi Riots	65	0	0			
	John Maguire, Inspector and Superintendent Police, Quebec.	To pay a Clerk Employed eight days on an Enquiry into alleged Crimping at the Port of Quebec, at 15s per diem	37	8	4			
	W. L. Felton, Queen's Counsel	To pay for the Services rendered by a Detective Officer against Counterfeiters in the Eastern Townships, from November, 1854, to October, 1855	6	0	0			
	R. B. Johnston	Being his Salary and Allowances as Special Magistrate in the District of St. Francis and elsewhere, for the nine months ended 30th September, 1856	195	0	0			
	do	On Account of the Pay and Contingent Expenses of the Police Force under his charge, during the year 1856	3922	4	0			
	do	To Pay a Gratuity of £25 to Chief Constable Wilde, and £37 10s 0d each to B. Fitzpatrick and Patrick Ford, who arrested Hegan, one of the persons charged with the Murder of R. Corrigan	100	0	0			
		<i>Carried over.</i>	4760	8	3	51878	7	1
						281254	5	10

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
Civil List, Schedule A. 12 Vic. caps. 63 & 64, 16 Vic. cap. 196, 18 Vic. cap. 89, and 19 & 20 Vic. cap. 86.	Sundry Officers of Justice, Lower Canada.	<i>Miscellaneous Items of Justice.—(Continued.)</i> <i>Brought over.</i>				60839	6	2	281254	5	10
		To make good the deficiency required to pay the Salaries and Disbursements of their Office, over and above the amount of Fees received in virtue of the Act, 13 and 14 Vic. cap. 37, the same being chargeable to the Consolidated Fund, as authorised by 2nd clause of the Act 16 Vic. cap. 196. [For particulars, see Special Statement in Public Accounts of 1856.]									
		Total Administration of Justice, East.			£	67002	14	2			
		ADMINISTRATION OF JUSTICE.									
		CANADA WEST.									
		<i>Court of Chancery.</i>									
	William H. Blake	Twelve months' Salary as Chancellor, to 31st December, 1856			1250	0	0				
	J. C. P. Esten	do as Vice do, to do			1000	0	0				
	J. G. Spragge	do do do, to do			1000	0	0				
	A. N. Duval	do do as Master, to do, including 1 year's Arrears of £50			620	0	0				
	William Stanley	do do as Clerk in his Office, to do, including 1 year's Arrears of £50.			300	0	0				
	Alexander Grant	do do as Registrar, to do, including 1 year's Arrears of £50			520	0	0				
	John Black	do do as Clerk in his Office, to do, including 1 year's Arrears of £50			300	0	0				

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
	A. N. Buell	Twelve months' Contingencies of his Office, for the year ended 30th June, 1856			910	6					
	Alexander Grant	do do of do			176	13	10				
		<i>Court of Queen's Bench.</i>									
	Sir J. B. Robinson, C. B.	Twelve months' Salary as Chief Justice, to the 31st December, 1856			1666	13	4				
	William H. Draper	Salary as Puisné Judge, from the 1st January to the 4th February, 1856, at £1,000 per annum			96	3	0				
	Archibald McLean	do do do, from 5th February to 31st December, 1856, at do			903	17	0				
	Robert E. Burns	Twelve months' Salary as do, to do			1000	0	0				
		<i>Court of Common Pleas.</i>									
	J. B. Macaulay	Salary as Chief Justice, from the 1st January to the 4th February, at £1,250 per annum			120	3	10				
	W. H. Draper	do do do, from 5th February to 31st December, 1856, at do			1129	16	2				
	Archibald McLean	do as Puisné Judge, from 1st January to 4th February, 1856, at £1,000 per annum			520	0	0				
	John H. Hagerthy	do do do, from the 5th February to 31st December, 1856, at do			300	0	0				
	W. B. Richards	do do do, from do to do			2000	0	0				
	Laurence Hayden	Twelve months' Salary as Clerk of the Crown and Pleas, to do, including 1 year's Arrears of £50			520	0	0				
	A. F. Scott	Twelve months' Salary as Senior Clerk of do to do, do do as Junior Clerk of do to do, including do of £37 10s.			225	0	0				
	L. Hayden	Contingencies of his Office for the year ended 30th June, 1856			163	1	8				
		<i>Carried over.</i>							4458	1	8
									80808	13	6
									281254	5	10

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
9 Vic. cap. 58, and 12 Vic. cap. 63.....	A. S. McDonald	<i>Courts of Queen's Bench and Common Pleas.—</i> <i>(Continued.)</i> <i>Brought over</i>	1987	6	2	1839	15	0	281254	5	10
	R. McDonald	Three months' Salary as Deputy Clerk of the Crown and Pleas, for the Counties of Stormont, Dundas and Glengary, to 31st December, 1855, at £75, and Six months, to 30th June, 1856, at £100				80303	13	0			
	R. McDonald	Salary as do, from 11th September, to 31st December 1856.....	99	3	8						
	H. Gowan	do as do, Simcoe, to 31st December, 1855, at £20 per annum, including £75 for year 1856	80	0	0						
	J. Colquhoun	do as do, Waterloo, to 31st December, 1855, at £30 per annum, including the same	82	10	0						
	Thomas Fortye.....	do as do, Peterborough and Victoria, to 31st December, 1855, at £20 per annum, including the same	80	0	0						
	James Smith	do as do, Wellington, to 31st December, 1854									
	James Hough	Salary as do, from 13th May, to 31st December, 1855, at £20 per annum, including £75 for year 1856	92	8	4						
	N. F. Fitch.....	Salary as do, Welland, from 12th May, to do, at £75 per annum	47	16	0	2419	4	2	4238	19	11
	Hamilton Biggar.....	<i>Administration of Criminal Justice.</i> Being the amount payable to him as Treasurer of the County of Brant, for the Expense of the Admin-									

D. O'Connor	do	Administration of Criminal Justice in that County, from 5th July, 1855, up to July Sessions, 1856, inclusive	1817	0	3						
George Bullock	do	do as do Carleton, for half-year ended 31st December, 1855	403	17	2						
Henry Black	do	do as do Essex, for year ended 30th June, 1856	797	14	9						
William Ferguson.....	do	do as do Eigin, from 1st July, 1855, up to July Sessions, 1856, inclusive	632	12	4						
F. LePan	do	do as do Frontenac, Lennox and Addington, from do to do	970	13	1						
George Brown.....	do	do as do Grey, for year ended 30th June, 1856	284	2	4						
A. P. Farrell.....	do	do as do Huron and Bruce, for the year 1855	426	2	7						
F. McAnany	do	do as do Haldimand, from 1st July, 1855, to July Sessions, 1856, inclusive	751	1	7						
George Brown.....	do	do as do Hastings, from do, to do	406	3	2						
Alexander Charteris.....	do	do as do Halton, from do, to do	417	10	7						
Alexander Vidal.....	do	do as do Kent, from do, to do	950	16	8						
D. McDougall	do	do as do Lambton, from do, to do	354	10	1						
J. L. Schofield	do	do as do Lincoln and Welland, from 1st July, 1855, up to July Sessions, 1856, inclusive	765	3	4						
W. H. Randenhurst & William Fraser.....	do	do as do Leeds and Grenville, from do, to 30th June, 1856	564	17	8						
W. W. Street	do	do as do Lanark and Renfrew, from do, to 19th November, 1856	606	16	2						
Henry Groff	do	do as do Middlesex, for half-year ended 31st December, 1855	1776	19	11						
A. A. Burnham	do	do as do Norfolk, from 1st July, 1855, to 19th November, 1856	580	11	5						
William Paxton	do	do as do Northumberland and Durham, for half-year ended 31st December, 1855	804	0	5						
James Kintra	do	do as do Ontario, from 1st July, 1855, to April Sessions, 1856	465	5	7						
	do	do as do Oxford, from do, to July Sessions, 1856	834	4	8						
		<i>Carried over</i>	14050	12	8	84562	13	5	281254	5	10

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	£		s.		d.		Currency.		Total Currency.	
			£	s.	d.	£	s.	d.	£	s.	d.	
Civil List, Schedule A, 9 Vic. cap. 58, 14 & 15 Vic. cap. 117, and 19 & 20 Vic. cap. 86.	Neil Stewart	Administration of Criminal Justice.—(Continued.)	14030	12	8	84502	13	5	281254	5	10	
	Alexander McGregor	Brought over	297	11	2							
	William Sheridan	do	436	15	1							
	R. McDonald	do	243	17	3							
	Edmund Lally	do	303	2	10							
	William Hewat	do	312	16	7							
	C. Eslin	do	423	13	9							
	James Kirkpatrick	do	531	3	6							
	J. S. Howard	do	3008	15	8							
	R. J. Chapman	do	2620	8	7							
	A. T. McCord, Chamberlain	Recorder's Court.	468	4	0	23697	1	1				
	Robert M. Kerr, Chamberlain	Balance of the Expenses of this Court in the City of Toronto, for January, April, July and November Sessions, 1856	216	5	11							
		do	58	15	11							

William Ferguson	do	do	145	17	9								
W. H. Thompson	do	do	136	19	6								
do	do	To pay High Bailiff for Services rendered the Court up to 7th January, 1856	5	7	6	563	6	7					
<i>Circuit Allowances.</i>													
Sir J. B. Robinson, C. B.	do	do	150	0	0								
W. H. Draper	do	do	125	0	0								
R. E. Burns	do	do	150	0	0								
A. McLean	do	do	150	0	0								
J. H. Hegerty	do	do	150	0	0								
do	do	do	725	0	0								
W. H. Draper	do	do	450	0	0	1175	0	0					
J. H. Cameron, Queen's Counsel	do	do	262	0	0								
Henry B. Hopkins	do	do	99	10	0								
S. Richards, junior	do	do	481	10	0								
Richard Martin	do	do	187	10	0								
<i>Carried over.</i>													
											108998	1	1
											281254	5	10

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	£ s. d.		Currency.		Total Currency.					
			£	s.	d.	£	s.	d.	£	s.	d.	
7 Will IV, 1856, cap. 1, 1856, and 19 & 20 Vic. cap. 89, 1856, and 19 & 20 Vic. cap. 86, 1856.	R. Dempsey	<i>Criminal Prosecutions—(Continued.)</i> <i>Brought over</i>	1080	10	0	1089	98	1	281	254	5	10
	P. M. Vankoughnet	For Professional Services rendered Spring Assizes, 1856, at Wellington and Waterloo; and on Fall do, at Grey and Ontario	147	10	0							
	Thomas Kirkpatrick	do, York and Peel	109	10	0							
	D. G. Miller	do, Frontenac, Lennox and Addington	55	10	0							
	A. J. McDonell	do, Oxford, Norfolk and Perth, and Fall do, at Oxford	222	9	4							
	H. C. R. Beecher	do, Perth	14	10	0							
	George A. Philpots	do, Fall do, 1855, at Kent and Middlesex; and the Spring do, 1856, on the Western Circuit; at Fall do, Elgin and Middlesex	450	12	6							
	George Sherwood	do, Spring do, 1856, at Peterborough and Victoria, Northumberland and Durham, and Ontario	91	5	0							
	A. Campbell	do, Cornwall and Ottawa	22	10	0							
	G. B. Lyon	do, Kingston	31	5	0							
	D. B. Keed	do, Fall do, 1855, on the Eastern Circuit	106	0	0							
	Robert Cooper	do, do, 1856, at Brant	110	10	0							
	Thomas Robertson	do, Lambton, Kent, Essex, Huron and Bruce	178	8	9							
	G. B. L. Fellowes	do, do, at Berlin and Stratford	64	10	0							
	John O'Reilly	do, do, at Lanark and Renfrew, Prescott and Russell, and Carleton Place, and at Dundas and Glengary	128	10	0							
	R. McDonald	do, do, at Wentworth, and Peterborough and Victoria	220	0	0							
	M. C. Cameron	do, do, at Lincoln	59	10	0							
		do, Spring do, at Brant	28	0	0	3000	0	7				

		M I S C E L L A N E O U S I T E M S O F J U S T I C E.	£ s. d.		Currency.		Total Currency.							
			£	s.	d.	£	s.	d.	£	s.	d.			
Andrew Fleming		Twelve months' Salary as Usher of Court of Queen's Bench, Toronto, to 31st December, 1856, including an Increase of £20 for 1855	60	0	0									
James Alexander		do, do, Keeper and Messenger to Superior Courts Osgoode Hall, Toronto, to do, including £25 for do	150	0	0									
Alexander Ross		do, do, as Messenger, Court of Chancery, to do	75	0	0									
Denis O'Connell		do, do, as Crier and Usher to the Court of Common Pleas, to do, including an Increase of £20 for 1855	60	0	0									
Robert Pearson		Salary as Supernumerary Clerk of Summonses, Court of Queen's Bench, Toronto, from 1st January to 22nd August, 1856, at £250	161	0	1									
do		Increase of do as do, from 1st January, 1855, to 22nd August, 1856, at £50	82	4	0									
S. Richards, Advocate.		Amount allowed him for Services and Expenses incurred in the Agency of the Honorable Attorney General, Upper Canada, from 1st June, 1853, to 5th January, 1856	243	4	1									
W. B. Jarvis, Sheriff, York and Peel		Being the usual Allowance for attendance at the Court of Queen's Bench during the Hilary Term of 1856, 12 days at 11s 8d	68	7	3									
F. W. Jarvis, Sheriff, York and Peel		do, do, at Easter, Trinity, and Michaelmas Terms of do, 32 days at 11s 8d	7	0	0									
Dr. E. Hopkins		For Expenses coming to Toronto and reporting upon the state of the Mental Health of William Abraham, a Convict under sentence of death for murder	25	13	4									
John Fitzpatrick		Reward offered for recapture of James Smith, who escaped from Hamilton Gaol in February, 1856	5	0	0									
Joseph Goodyer		do, do, for the apprehension of Persons, who committed Burglary on the premises of Amos Shaw, Township of Chatham, on 28th August, 1855	25	0	0									
		<i>Carried over</i>	50	0	0	757	4	8	11282	6	4	281254	5	10

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
19 Vic. caps. 27 & 33, 18 Vic. cap. 90 and 19 & 20 Vic. cap. 86.		<i>Legislative Assembly.—(Continued.)</i> <i>Brought over</i>	2850	0	0	19257	6	1	409448	5	5
	D. W. McDonald	Fifteen months' Salary as Sergeant-at-Arms, from 1st October, 1855, to 31st December, 1856, at £100 per annum	125	0	0						
	W. B. Lindsay, Clerk	On account of the Contingent Expenses of the Legislative Assembly	10000	0	0						
	do	do, as per do, 28th April, 1856	10000	0	0						
	do	do, as per do, 27th May, 1856	42000	0	0						
	do	Being to cover the Indemnity to Members of the Legislative Assembly, during the last Session of Parliament	62000	0	0	64975	0	0			
	Derbshire & Desbarats, Queen's Printer	On account of the Printing of the Statutes of last Session of Parliament	5726	10	0	20000	0	0			
	do	For 150 copies in English and 300 copies in French of the Revised Statutes of Lower Canada, at 13s. 6d. each	202	10	0						
	George Futvoye	For Services in Arranging the Municipal, Representation, Seigniorial and other Acts for the Printer	50	0	0						
	do	For Preparing Indices to Municipal Road and Seigniorial Acts	21	0	0	6000	0	0			
	G. W. Wicksteed	For Services as Law Clerk to the Government, for the year 1855-6, including £18 paid for copy of his Report on the Acts of 1854-5				118	0	0			
	Derbshire & Desbarats.	On account of Expenses attending the Packing and Addressing Boxes, including the Distribution of the Laws, up to 31st October, 1856				500	0	0			

		Currency.			Total Currency.					
		£	s.	d.	£	s.	d.			
Thomas Rubidge	Amount of his Fees, &c., as Returning Officer, at the last Election held for the County of Peterborough	98	11	9						
James Morris	do as do, of Kenilworth	139	16	0						
Daniel Deffertel	do do as do, of Argenteuil	23	0	1						
William Kingsmill	do do as do, Town of Niagara	53	0	6						
C. A. Richardson	do do as do, County of Starnstead	30	11	6						
E. X. Gauzen	do do as do, of Kinoussist	0	0	0						
J. W. D. Moodie	do do as do, North Riding of Hastings	57	19	0						
William S. Sewell	do do as do, City of Quebec	35	7	6						
J. G. Taché	do do Deduction from his Account as do, Kamouraska, in January, 1855	1	16	0						
R. A. Fortier	do do as do, for a Member of the Legislative Council, for the Division of Lauzon	42	1	0						
Simon Fraser	do do as do, of Rivière	61	10	6						
John Mercer	do do as do, do, Trenton Division	237	7	0						
H. St. Germain	do do as do, do, of Rougemont	176	8	6						
V. A. L. DeMartigny	do do as do, do, of DeSalaberry	211	14	6						
P. Gosselin	do do as do, do, of Laurentides	748	13	6						
William Ritchie	do do as do, do, of Wellington	312	17	6						
J. Lachaine	do do as do, do, of Mille Isles	205	17	9						
N. G. Reynolds	do do as do, do, of Queen	153	0	10						
F. C. Thomas	do do as do, do, of Burlington	175	18	8						
D. B. Read	On account of the Salaries and Contingent Expenses of the Commissioners appointed in Upper Canada, for the Revision, Consolidation and classification of the Public General Statutes of Canada	1100	0	0						
A. Polette	do of the same, Lower Canada, for do, including the Ordinances	1100	0	0						
Derbshire & Desbarats.	For Stationery, &c., furnished to the Commissioners, Upper Canada	91	7	8						
do	For the same, in Lower Canada	440	0	11						
do	For Expenses in Compiling, Preparing and Printing the Tables and Index to the Laws in force, in U.C., as per Resolution of the Legislative Assembly				2000	0	0			
	Total Legislature				2731	8	7			
	<i>Carried over</i>							117444	17	4
								526893	2	9

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.			Currency.			Total Currency.					
		£	s.	d.	£	s.	d.	£	s.	d.			
16 Vic. cap. 18, 19 Vic. cap. 47, and 19 & 20 Vic. cap. 86.	R. L. Denison				1000	0	0				621800	9	4
	<i>Agriculture—West.—(Continued.)</i> <i>Brought over</i>												
	Treasurer of the Board of Agriculture of Upper Canada, to enable him to pay the several County Agricultural Societies the proportion of the Legislative Grant, which they are entitled to receive for the year 1856:—				3050	0	0						
	To the County of Kent				250	0	0						
	do Lincoln				250	0	0						
	do Lambton				250	0	0						
	do Lennox				103	10	0						
	do Leeds and Grenville				250	0	0						
	do Middlesex				250	0	0						
	do Norfolk				250	0	0						
	do Northumberland				150	0	0						
	do Oxford				250	0	0						
	do Ontario				250	0	0						
	do Perth				250	0	0						
	do Prince Edward				250	0	0						
	do Peel				150	0	0						
	do Peterborough				150	0	0						
	do Prescott				150	0	0						
	do Russell				150	0	0						
	do Renfrew				150	0	0						
	do Simcoe				250	0	0						
	do Stormont				150	0	0						
	do Victoria				150	0	0						
	do Wellington				250	0	0						
	do Waterloo				250	0	0						

do Welland	250	0	0										
do Wentworth	250	0	0										
do York	150	0	0	9253	10	0	0				9253	10	0
A G R I C U L T U R E.													
CANADA—EAST.													
William Evans													
do													
Amount payable to the Provincial Agricultural Association of Lower Canada, for the year 1856													
Treasurer of the Board of Agriculture of Lower Canada, to enable him to pay the several County Agricultural Societies, the proportion of the Legislative Grant, which they are entitled to receive for the year 1856, viz:—													
To the County of Berthier													
do Champlain	250	0	0										
do Drummond	250	0	0										
do St. Hyacinthe	250	0	0										
do Montreal	250	0	0										
do Nicolet	250	0	0										
do Vechevères	250	0	0										
do Yamaska	250	0	0										
do Arthabaska	148	0	0										
do Brome	198	6	3										
To Divisions Nos. 1 and 2, Beauharnois	200	0	0										
do do, Bellechasse	200	0	0										
do do, Bonaventure	200	0	0										
To the County of Drummond	102	0	0										
To Divisions Nos. 1 and 2, Gaspé	200	0	0										
To the County of Huntingdon	200	0	0										
do Jacques Cartier	200	0	0										
do L'Islet	200	0	0										
do Laval	200	0	0										
do Lothière	77	5	0										
do To Divisions Nos. 1 and 2, Leinster	200	0	0										
<i>Carried over</i>	4370	11	3	1000	0	0	0	9253	10	0	621800	9	4

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. cap. 16 continued by 19 Vic. cap. 12, 18 and 19 & 20 Vic. cap. 86	Seur Caron Robert W. Kerr J. W. Brent do O. S. Gildersleeve do Seur Lacroix John McKinnon Rev. P. Hubert L. A. Jackson Sister Mary Martha Right Rev. C. Bourget. P. Romayne T. A. Evans Thomas Blatherwick Mrs. Mary Fulford. Louis Massue James McKirdy George Harding & others	Hospitals and other Charities.—(Continued.) <i>Brought over.</i> Amount of the Grant in aid of the Sœurs de la Providence, Montreal, for 1856 do Hamilton Hospital, for do do Toronto General Hospital, for do do House of Industry, do, for do do Relief of Indigent sick, Kingston, for do do Kingston General Hospital, for do do Hotel Dieu Hospital, Quebec, for do do Protestant Hospital, Bytown, for do do Roman Catholic do, for do do Hamilton Orphan Asylum, for do do Roman Catholic Orphan Asylum, Hamilton, for do do St. Patrick's Hospital, Montreal, for do do Eye and Ear Institution, at do, for do do Montreal Dispensary, for do do Canada Military Asylum for Widows and Orphans, Quebec, for do do Montreal House of Refuge, for do do Amount of the Expenses of the Lunatic Asylum at Beauport, near Quebec, for the Nine months ended 30th September, 1856. On account of the same, for the do, at Toronto, during 1856 For Work done and Materials furnished, for Preparing Accommodation at Toronto, for Female Lunatics.	£	s.	d.	£	s.	d.
			5050	11	5	6397	56	2
			350	0	0			
			800	0	0			
			2000	0	0			
			500	0	0			
			750	0	0			
			1000	0	0			
			200	0	0			
			150	0	0			
			150	0	0			
			200	0	0			
			200	0	0			
			50	0	0			
			50	0	0			
			50	0	0			
			150	0	0			
			7843	0	5			
						9947	12	0
						2457	16	5
			12405	8	5			

S E R V I C E.	Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
For this Sum, voted in Estimate, 1856, being Excess of Expenditure at Marine and Emigrant Hospital, as per Statement, No. 14, page 287, Public Accounts 1855	1707	18	7			
Total, Hospitals and Charities				39756	18	10
<i>GEOLOGICAL SURVEY.</i>						
Fifteen months' Salary as Provincial Geologist, from 1st October, 1855, to 31st December, 1856, at £559 11s per annum	694	8	9			
do do as Assistant do, to do	333	6	8			
Twelve as Assistant do, from 11th July to do, at £300 per annum	141	16	11			
Fifteen months' Salary as Chemist, from 1st October, 1855, to do, at do	375	0	0			
Balance of the Disbursements of the Survey, for the years 1854 and 1855	1537	2	3			
On account of the same, for the year 1856	2400	0	0			
Total, Geological Survey				5481	14	7
<i>MILITIA AND ENROLLED FORCE.</i>						
Col. G. F. DeRottenburg						
Twelve months' Salary as Adjutant General of Militia, to 31st December, 1856	750	0	0			
do do as Deputy do West, to do	500	0	0			
do do do do East, to do	500	0	0			
do do as Provincial Aid-de-Camp, to do	360	0	0			
do do Salary as 1st Clerk, to do	970	0	0			
do do do as 2nd Clerk, to do	231	5	0			
do do Salary as 3rd do, from 21st January to do, at £31 5s per annum	229	1	8			
Carried over				2840	6	8
						078994
						16
						0

No. 2. (Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
14 & 15 Vic. cap. 52.		<i>Brought over</i>				715	102	10 11
	D. C. Smith.....	To pay the Salaries of Light House Keepers between Kingston and Brockville, to 31st December, 1856.				977	10	5
	Joseph Meloche	Amount of Salary and allowances as Light House Keeper, Beauharnois, to 30th September, 1856				255	6	10
	J. Woodall	do do, Port Dalhousie, to do				59	8	9
	Peter Shannon	do do, Grosse Point, to do				77	3	0
	W. A. Palin	do do, Point Peter, to do				119	6	3
	E. S. Johnston	do do, Cherry Island, to do				81	11	3
	John Burgess	do do, Mohawk Island, to do				108	6	3
	Peter Brikie	do do, Long Point, to do				105	6	3
	John Davidson	do do, Burlington Bay, to do				149	0	0
	A. McDonald	do do, Mackies Point, to do				75	0	0
	B. Picard	do do, Chateauguay, to do				50	6	8
	James Cumming.....	do do, Pelé Island, from 1st October 1854, to do				59	7	6
	A. Sutherland.....	do do, Port Barwell, to do				103	2	6
	Thomas Cartier.....	do do, River Thames to do				76	5	0
	G. S. Sparham	do do, Nine Mile Point, from 1st January to 21st April 1855				102	16	3
	J. Dunlop	do do, Nine Mile Point, to 30th September, 1856				26	5	7
	Thomas Brady	do do, Port Barwell, to 30th May, 1856				86	17	6
	H. Fidler	do do, do, to 30th September, 1856				57	12	1
	William Sweetman, senior & junior	do do, Presqu' Isle, to do				27	8	9
	James Fortier	do do, Port Colborne, to do				143	9	10
	Thomas Hill	do do, Lancaster, to do				77	3	9
	George Roddick	do do, Gull Island, to do				87	18	9
						103	8	9
	J. Hackett.....	do do, Bois Blanc, to do				124	1	3
	John Norton	do do, Lachine, to do				90	18	9
	P. Landré	do do, Lake St. Louis, to do				59	7	6
	J. B. Carrigan	do do, do, from 1st April to 7th May, 1856				5	1	8
	M. Newkirk	do do, Long Point, to 30th June, 1856.				97	10	0
	C. D. Parnell	do do, Matland, to do				73	2	6
	C. Duran	do do, Gibraltar Point, to do				54	7	6
	J. Sweetman	do do, False Ducks, to do				127	10	0
	J. Mitchell.....	do do, as acting do, Port Stanley, to 20th December, 1855				29	4	4
	J. Blainpied	do do, as do, Porteau Bay, from 15th September to 31st December, 1856				29	7	8
	J. Hervey	do do, as do, Anticosti, to do				19	2	0
	J. B. Simpson.....	do do, as do, Belle Isle, to do				18	15	0
	Thomas Hewitt	For Repairs to Light Houses.....				159	1	9
	George Ellis	do do				10	5	10
	Robertson, Jones, & Co.	do do				64	13	9
	S. J. Belyeau	For Sundries supplied to do				396	17	0
	W. Benjamin	do do to do				17	4	6
	C. Garth	do do to do				104	7	9
	A. Levy	do do to do				65	7	5
	James Beatty	do do to do				2	9	6
	Frothingham & Workman	For Advertisements				76	13	7
	Lyman, Savage, & Co.	For Repairs to Light Vessels on Lake St. Louis.				2983	6	8
	A. Brown	For Oil supplied.				12	15	0
	H. Jones & Co.	For Charter of Steamer with Light House Supplies				209	5	0
	A. Lemoine.....	On account of the Salaries of the Quebec, Trinity Horse and Light House Keepers, including Contingent Expenses of that Board for 1856				7988	18	2
	François Baby.....	For Services rendered the Trinity Horse, during the year 1856, in laying Buoys, &c.				9750	0	0
	James Holmes.....	On account of the Improvements of the Navigation between Quebec and Montreal, including the Building of Light Houses and Light Ships				2000	0	0
						11750	0	0
						5250	0	0
						24988	18	2
						715	102	10 11

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	CURRENCY.			CURRENCY.			TOTAL CURRENCY.					
			£	s.	d.	£	s.	d.	£	s.	d.			
		<i>Light Hoise and Coast Service.—(Continued.)</i>				24988	18	9	715102	10	11			
		<i>Brought over</i>												
Civil List, Schedules A & B, 18 Vic. caps. 4, 89 & 90, and 19 & 20 Vic. cap. 86.	W. G. Cassels	For a Draft, at par, on Halifax, in favour of the Receiver General of Nova Scotia, being the proportion payable by this Province towards the Expenses of maintaining the Light Houses in the Isles of St. Paul and Scattered, in the Gulf, for the year 1855							680	14	1			
	A. Gamache and F. Gendreau	Salary as Keeper of a Depot of Provisions, West Bay, Island of Anticosti, from 26th October, 1854, to 30th June, 1856, at £50 per annum.	84	2	0									
	Bernard Bradley	Twelve months' do as do, Shallop Creek, on do, to do	50	0	0				134	2	0			
	Pierre Brochu	Fifteen months' Allowance for Residing on the Kempf Road, to assist Travellers, from 1st July, 1855, to 30th September, 1856, at £25 per annum	31	5	0									
	Jonathan Noble	do do, from do to do	31	5	0									
	Marcel Brochu	do as do, at the foot of Lake Metapediae, from do to do	31	5	0									
	Thomas Evans	Eighteen months' do, at Assametsquan, from 1st January, 1855, to do	37	10	0				131	5	0			
	P. Fortin	Balance of his Salary as Special Magistrate, and that of Captain Talbot, his Crew, and other expenses attending the Protection of the Fisheries, by the Schooner "La Canadienne," during the Season of 1855	345	3	0									
	G. T. Davie	For Wintering the said Schooner, at his Slip, at Pointe Levi, opposite Quebec, for 1855	60	0	0									
	do	For Repairs to the same	164	1	10									
	P. Fortin	On account of his Salary and other Expenses, in the Protection of the Fisheries, during 1856	1825	0	0									
	Weatherley & Boyd	For Premium of Insurance on £3000 on the Schooner, for 1856	165	0	0				2059	4	10			
		Total, Light Houses and Coast Service										27994	4	1
		<i>EMIGRATION.</i>												
	A. C. Buchanan	Twelve months' Salary as Chief Emigrant Agent, to 31st December, 1856				504	8	8						
	do	Six months' Contingencies of his Office, to 30th June, 1856				148	0	8						
	do	For this sum, being the Excess of Expenditure during 1855, as per Statement, No. 18, of that year, page 207, voted in Estimate of 1856	2731	3	3									
	do	For this amount in aid of Emigration Expenses for the present year, as voted on the Estimate of 1856	3000	0	0									
		Total, Emigration										6383	18	7
		<i>PENSIONERS.</i>												
	Samuel Gale	Twelve months' Pension as late Judge, Montreal, to 31st December, 1856	600	0	0									
	J. R. Rolland	do do, from 1st October, 1855, to do, at £816 16s 4d per annum	1018	10	5				1618	10	5			
	A. DeSalaberry	do do, from do to do, at £55 11s per annum	69	8	9									
	Jane Livingstone	do do, to 31st December, 1856	55	11	0									
	G. H. Ryland	do do, as late Secretary to the Bear of Jesuits' Estates, Lower Canada, to do	50	0	0									
		<i>Carried over</i>	174	10	9				1018	10	5			
												740480	18	7

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s	d.	£	s	d.
<i>Brought over</i>								
16 Vic. caps. 155 & 156, 18 Vic. caps. 4 & 90, and 19 & 20 Vic. cap. 56.	Alexander Murray	Amount of the Grant in aid of the Mechanics' Institute, Montreal, for 1855	2900	0	0	759301	1	7
	Robert Edwards	do, Toronto, for do	50	0	0			
	Joseph Henderson	do, do, do, for do	50	0	0			
	E. C. Campbell	do, do, do, for do	50	0	0			
	N. Ford	do, do, do, for do	50	0	0			
	W. Smart	do, do, do, for do	50	0	0			
	A. Thompson	do, do, do, for do	50	0	0			
	Robert Lees	do, do, do, for do	50	0	0			
	Thomas Scott	do, do, do, for do	50	0	0			
	John A. McDonald	do, do, do, for do	250	0	0			
	J. M. Bell	do, do, do, for do	150	0	0			
	David Allan	do, do, do, for do	50	0	0			
	David Smart	do, do, do, for do	50	0	0			
	William Watt	do, do, do, for do	100	0	0			
	R. Spence and G. D. Griffin	do, do, do, for do	100	0	0			
	A. McNaughton	do, do, do, for do	100	0	0			
	C. S. Patterson and George Gillespie	do, do, do, for do	100	0	0			
	George Haselhurst	do, do, do, for do	50	0	0			
	Peter Roe	do, do, do, for do	50	0	0			
	Duncan McKay	do, do, do, for do	50	0	0			
	James Lamb	do, do, do, for do	50	0	0			
	James Watson	do, do, do, for do	50	0	0			
	Robert Campbell	do, do, do, for do	50	0	0			

John Broster	do	Three Rivers, for do	50	0	0			
Louis Wott	do	do, Berthier, for do	50	0	0			
Henry Groff	do	do, do, do, for do	50	0	0			
George Alexander	do	do, do, do, for do	50	0	0			
C. Storke	do	do, do, do, for do	50	0	0			
James Schofield	do	do, do, do, for do	50	0	0			
		at £50 per annum						
John White	do	do, do, do, for do	100	0	0			
John Creason, junior	do	do, do, do, for do	50	0	0			
J. McKenzie	do	do, do, do, for do	50	0	0			
James Burns	do	do, do, do, for do	50	0	0			
James Menzies	do	do, do, do, for do	50	0	0			
George Haueel	do	do, do, do, for do	50	0	0			
R. Maddenwell	do	do, do, do, for do	50	0	0			
C. Soupret	do	do, do, do, for do	50	0	0			
Thomas Matheson	do	do, do, do, for do	50	0	0			
David Shoemaker	do	do, do, do, for do	50	0	0			
John Fraser	do	do, do, do, for do	50	0	0			
John Leslie	do	do, do, do, for do	50	0	0			
G. K. Chisholm	do	do, do, do, for do	50	0	0			
Pierre Paré	do	do, do, do, for do	50	0	0			
R. B. Somerville	do	do, do, do, for do	50	0	0			
Samuel Andres	do	do, do, do, for do	50	0	0			
Alfred Hooker	do	do, do, do, for do	50	0	0			
R. B. Bernard	do	do, do, do, for do	50	0	0			
P. O. Lassieraye	do	do, do, do, for do	50	0	0			
O. Laviolette	do	do, do, do, for do	50	0	0			
Robert Grant	do	do, do, do, for do	50	0	0			
Rev. F. H. Provençal	do	do, do, do, for do	50	0	0			
James Cowan	do	do, do, do, for do	50	0	0			
John Meikle	do	do, do, do, for do	50	0	0			
D. Fisher	do	do, do, do, for do	50	0	0			
L. Champagne	do	do, do, do, for do	50	0	0			
H. Finlayson	do	do, do, do, for do	50	0	0			
J. B. Gagnon	do	do, do, do, for do	50	0	0			
R. B. Somerville	do	do, do, do, for do	50	0	0			
W. Williamson	do	do, do, do, for do	50	0	0			
J. C. Laché	do	do, do, do, for do	50	0	0			
		<i>Carried over</i>	6500	0	0	759301	1	7

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.		Currency.		Total Currency.	
		£	s. d.	£	s. d.	£	s. d.
2 Vic. cap. 2. 16 Vic. cap. 156, 18 Vic. cap. 4, and 19 & 20 Vic. cap. 86.	C. J. Coursol	400	0 0	590	11 3	807	473 5 3
	do	167	10 0				
	do	183	0 0	750	10 0	1841	1 3
	do			1750	0 0		
		221	1 10				
		750	0 0	971	1 10	2721	1 10
	Lieut. Colonel J. G. D. Tulloch			12	10 0		
	do			226	13 8		
	Joseph Wilson, J.P.			150	0 0		
	R. S. M. Bouchette						

John Broster	do	Three Rivers, for	do	50	0 0		
Louis Mott	do	Berthier, for	do	50	0 0		
Henry Groff	do	Simcoe, for	do	50	0 0		
George Alexander	do	Woodstock, for	do	50	0 0		
C. Storke	do	Brampton, County of Peel, for	do	50	0 0		
James Schofield	do	Dunville, for the years 1855 and 1856, at £50 per annum	do	100	0 0		
John White	do	Milton, for 1856	do	50	0 0		
John Creason, junr.	do	Owen Sound, for	do	50	0 0		
J. McKenzie	do	Port Sarua, for	do	50	0 0		
James Burns	do	Chatham, for	do	50	0 0		
James Menzies	do	County of Halton, for	do	50	0 0		
George Hamel	do	do Sherbrooke, for	do	50	0 0		
R. Maddenvell	do	Stratford, for	do	50	0 0		
C. Soupret	do	Iberville, for	do	50	0 0		
Thomas Matheson	do	Mitchell, County of Perth, for	do	50	0 0		
David Shoemaker	do	Kerlin, for	do	50	0 0		
John Fraser	do	Fonthill, for	do	50	0 0		
John Leslie	do	Dundas, for	do	50	0 0		
G. K. Chisholm	do	Oakville, for	do	50	0 0		
Pierre Paré	do	St. Vincent de Paul, for	do	50	0 0		
R. B. Somerville	do	Huntingdon, for	do	50	0 0		
Samuel Andros	do	Chambly, for	do	50	0 0		
Alfred Hooker	do	Prescott, for	do	50	0 0		
R. B. Bernard	do	Marie, for	do	50	0 0		
P. O. Lassereaye	do	St. Leon, for	do	50	0 0		
O. Lavolette	do	Dumonville, for	do	50	0 0		
Robert Grant	do	Metcalfe, for	do	50	0 0		
Rev. F. H. Provençal	do	St. Cesaire, for	do	50	0 0		
James Cowan	do	Galt, for	do	50	0 0		
John Meikle	do	Lachute, for	do	50	0 0		
P. Fisher	do	Bowmanville, for	do	50	0 0		
L. Champagne	do	Lanarvay, for	do	50	0 0		
H. Finlayson	do	Paris, for	do	50	0 0		
J. B. Gagnon	do	St. Hyacinthe, for	do	50	0 0		
R. B. Somerville	do	Henningford, for	do	50	0 0		
W. Williamson	do	Smith's Falls, for	do	50	0 0		
J. C. Taché	do	Rimouski, for	do	50	0 0		
		Carried over		6500	0 0	750801	1 1

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.				
			£	s.	d.	£	s.	d.		
18 Vic. cap. 90, and 19 & 20 Vic. cap. 86.	A. Lefarte. do A. Dorval. A. Robitaille. A. Gallagher. Joseph Porter. William Moore. Thomas Andrews. Ladleur and Plante. P. Gauvreau. H. N. Pope.	<i>Court Houses and Gaols.—(Continued)</i> <i>Brought over</i> For Work done for Quebec Gaol. do Court House, Quebec do do do do do do do do do do do do do do do do do do Salary for April, 1856 For advertising for Plans <i>Rents and Insurance, Public Buildings.</i> Nine months' Rent of Buildings lately occupied by the Receiver and Inspe- for Generals' Departments, Quebec, to 1st May, 1856, including Repairs to Buildings do do, St. Lewis Street, to do do do, of Two Houses, do, lately occupied by the Legislature, to do do do, of St George's Hotel, occupied by Provincial Secretary and other Offices, at Quebec, to do do do, St. Ann's Street, occupied by Adjutant General of Militia, to do, including Repairs and Assessments do do, St. Lewis Street, do by the Legislature, to do	308 15 11 59 18 6 137 8 6 48 3 2 144 4 4 18 18 6 12 6 7 477 0 0 70 14 1 46 15 0 31 2 6 20 4 0	28175 2 3 1865 11 1	£	s.	d.	£	s.	d.
	John Jones. Louis Panet R. E. Caron Rev. E. W. Sewell H. A. Tiege William Hunt		330 0 0 100 0 0 221 3 0 275 0 0 106 11 0 75 0 0							

Pensioners at that place, for quarter ended 31st March, 1857		282 2 9	671 6 0	4733 9 1	
Total, Police			£		
<i>MISCELLANEOUS PRINTING.</i>					
Derbshire & Desbarats. On account of Subscription to and Advertising in Canada Gazette, including General Printing, during 1856.			2021 6 2		
C. Dunlevie			62 3 6		
D. P. Myrand			12 10 0		
Total, Miscellaneous Printing			£	2095 19 8	
<i>PUBLIC WORKS AND BUILDINGS.</i>					
CUSTOM HORSES.					
<i>Quebec.</i>					
Being the 1st Premium for Plans		250 0 0			
do 2nd do		100 0 0			
do for Advertising for Plans		145 5 2			
do to Pay sundry Accounts		29 4 7			
do for Services in connection with the same.		10 7 6			
do do		9 0 0			
do for Travelling Expenses		12 10 0			
do do to Toronto, to Examining Plans.		22 10 0			
For Work done and Materials furnished		12000 0 0			
do for Salary as Superintendent of Building, to 30th November, 1856		80 5 0			
do do for May, June and August, 1856, for making Plans, &c.		18 15 0			
For a Site for the Custom House		5000 0 0			
do Six months' Interest on the said Purchase		150 0 0			
<i>Carried over</i>		17827 17 8			
		17827 17 8			
					£ 814302 14 0

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
18 Vic. cap. 90, and 19 & 20 Vic. cap. 86.		<i>Court Houses and Gaols.—(Continued.)</i>						
		<i>Brought over</i>	308	15	11	281	75	3
	A. Letarte.	For Work done for Quebec Gaol.	59	18	0			
	do	do Court House, Quebec	137	8	6			
	A. Dorval.	do do do	43	3	2			
	A. Robitaille.	do do do	144	4	4			
	A. Gallagher.	do do do	13	18	6			
	Joseph Porter.	do do do	12	6	7			
	William Moore.	do do do	477	0	0			
	Thomas Andrews.	do do do	70	14	1			
	Lafleur and Plante.	do do do	46	15	0			
	P. Gauvreau.	Salary for April, 1856	31	2	6			
	H. N. Pope.	For advertising for Plans	20	4	0	1365	11	1
		<i>Rents and Insurance, Public Buildings.</i>						
	John Jones.	Nine months' Rent of Buildings lately occupied by the Receiver and Inspector Generals' Departments, Quebec, to 1st May, 1856, including Repairs to Buildings.	330	0	0			
	Louis Panet.	do do, St. Lewis Street, to do	100	0	0			
	R. E. Caron.	Six do do, of Two Houses, do, lately occupied by the Legislature, to do	221	3	0			
	Rev. E. W. Sewell.	do do, of St. George's Hotel, occupied by Provincial Secretary and other Officers, at Quebec, to do	275	0	0			
	H. A. Trigue.	do do, St. Ann's Street, occupied by Adjutant General of Militia, to do, including Repairs and Assessments	106	11	0			
	William Hunt.	do do, St. Lewis Street, do by the Legislature, to do	75	0	0			

Joseph Pettclair.	do	of do, do, do by Bureau of Agriculture, &c., to do	62	10	0			
Colonel Gugy.	For	Repairs to House, Quebec, do by the Post Master General's Office	115	0	0			
George Day.	Six months' Rent of Shipping Master's Office, Quebec, to 1st May, 1856, including Repairs.		18	0	0			
George Fisher.	Three months' Rent of House, &c., to 1st July, 1856		7	16	11			
J. M. Stuchan.	Nine months' Rent of Albany Chambers, occupied by various Departments of Government, to 30th September, 1856, at £400 per annum		300	0	0			
John Nixon.	Twelve months' Assessment on do, for 1856		55	0	0			
George Ridout.	Nine months' Rent of Temporary Hospital, Toronto, to 30th December, 1856, at £150 per annum		112	10	0			
do	One Quarter's Rent and Taxes of Building, occupied by Public Works		70	0	0			
C. Fitzgibbon.	For Rent of a House, used as a Court of Probate		178	15	0			
John Harrington.	Three months' Rent of Mechanics' Institute, Toronto, to 31st December, 1855, and Insurance Premium on £6000, including Carpenter's Risk		164	1	3			
R. Edwards.	Nine do of do, to 30th September, 1856, at £376 per annum		282	0	0			
F. H. Heward.	For Premium on Carpenter's Work, Parliament Buildings, from 1st November, 1855, to 20th February, 1856		16	10	0			
John Fraser.	For do on £3650, for do		37	0	0			
F. H. Heward.	For do on £3000, for do		45	0	0			
J. H. Maitland.	For do on £5500, on Old Government House, Toronto		41	5	0			
John Fraser.	For do on £750, on do		13	15	0			
R. Britton.	For Taxes on Old Hospital and Building, occupied by Department of Public Works, for 1856		46	5	6			
M. Rossin & Co.	do on Land, do		18	1	3			
E. Bradburne.	do do, do		24	19	6			
A. Gauthier.	For Assessment due the Corporation, Quebec, for 1855		55	18	9			
Toronto Water Company	For six months' Rent to 30th September, 1856		40	14	6			
	<i>Carried over</i>		2812	11	8	29540	13	4
						814302	14	0

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
19 & 20 Vic. cap. 86.	A. Hamilton	<i>Brought over</i>	26176	1	6	814302	14	0
		<i>Expenditure on Public Buildings, Furniture, &c., at Toronto.</i>						
	George H. Cheney	For Painting, &c., done at the Mechanics' Institute, occupied by the Post Master Generals and Crown Lands Departments	6417		6			
	W. H. Pimm	do Stoves, Grates, &c., for do	5319		1			
	Cumberland & Storm	do Work performed, for do	1303	10	1			
	A. Hamilton	do Professional Services	300	0	0			
	G. Harding	do Painting, &c., Crown Land Office	49	9	0			
	Jacques & Hay	do Work done for do	144	13	4			
	Plenderleath & Snarr	do Furniture, &c., for do	910	0	11			
	H. Lewis	do Work done at Old General Hospital, occupied by the Civil Secretary and other Officers of the Civil Government	277	12	1			
	G. Harding	do do	47	2	6			
	W. Ardagh	do do	76	1	10			
	James Prethie	do do	31	19	4			
	J. Edwards	do do	18	5	3			
	R. Wishart	do Iron Flues	6	10	0			
	John Carr	do Work done at Old Medical College	554	9	7			
	William Hay	do Painting, &c.	145	16	10			
	Cunning & Wells	do Professional Services	241	0	0			
	William H. Pimm	For Work done at Bursar's Office	18	8	9			
	T. Patterson	do do at Government House, Toronto	1368	19	7			
	C. W. Heath	do do at do	1507	3	8			
	E. Coatsworth	do do at do	406	1	6			
	William Jameson	do do at do	287	9	8			
		For Lumber for do	119	17	10			

J. McGee	For Stoves, &c., for do	60	0	0	0	8	1	2	0	0	
Merrick & Wilson	For Carpets	22	12								
McIntosh & Walton	For a Kitchen Range for do	27	4								
W. H. Rice	For Blinds, &c.	35	5								
Joseph Sorly	For Superintending the Work	50	0								
H. Lewis	For Work done	27	7								
C. Vale	do do	44	11								
J. Prettie	do do	60	0								
Cumberland & Storm	For Professional Services	100	0								
J. G. Beard	For Wood and Coals	191	0								
Jacques & Hay	For Furniture, &c.	312	12								
C. W. Heath	For Work done at the University	212	5								
John Ritchie	do do at do	173	13								
M. J. Borst & Co.	do do at do	11	5								
J. Worthington	do do at do	25	12								
W. H. Killaly, Jr.	do do at do	19	5								
John Carr	For Services connected with do	12	5								
John Fleming	For Painting, &c. to do	180	0								
James Sorly	For Grass Seeds, &c. for do	15	19								
Thomas Patterson	For Superintending do	90	0								
George Netting	For Work done on the College Avenue	219	0								
J. O'Neil	For Work done at Public Buildings	29	0								
John Snarr	do do at do	35	2								
H. Lewis	do do at do	68	5								
John Carr	do do at do	17	19								
C. E. Romaine	For Painting	137	8								
Stewart & McKeand	For Drainage do	27	0								
H. Piper & Bro.	For Boxes for Audit Office	34	12								
C. W. Heath	For Tinsmiths' Work at Public Buildings	75	15								
William Hay	For Work performed at do	455	17								
Betley & Kay	For Professional Services at do	418	19								
Walter Macfarlane	For Carpets, &c., for do	514	9								
Merrick & Wilson	do do for do	40	2								
R. Campbell	do do for do	48	7								
G. B. Wylie	do do for do	149	3								
Carroll, Excs.	do do for do	107	12								
J. Matson	For Work done for do	30	3								
	do do for do	10	0								
	<i>Carried over</i>	12155	2			36176	1	6	814302	14	0

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	CURRENCY.			CURRENCY.			TOTAL CURRENCY.								
			£	s.	d.	£	s.	d.	£	s.	d.						
Civil List, Schedule B, 14 & 15 Vic. cap. 106, 18 Vic. cap. 4 & 90, and 19 & 20 Vic. cap. 86.		<i>Towards Aiding the Settlement of Vacant Lands of the Crown in Lower Canada.—(Continued.)</i>															
		<i>Brought over</i>	100	7	5							64496	19	9	914302	14	0
		For Expenses incurred as Overseer of Bridge over Constance Creek	100	0	0												
		On account of Expenses of Opening such Roads, under his Superintendence	1500	0	0												
		To Reimburse them this Sum, expended on the Road from St. Urbain to Ha! Ha! Bay, on the Saguenay	488	9	4												
		For Opening Roads in the County of Argenteuil	150	0	0												
		To make Ditches, to complete the Belair Road, in the County of Quebec	50	0	0												
		For the Construction of certain Roads	10767	0	0				13155	16	9						
		<i>Upper Canada.</i>															
		P. M. Vankoughnet	For Opening out the Kingston and Perth Road	1000	0	0						17155	16	9			
	A. J. Russell	On account of Work in progress on the Ottawa and Opeongo Road	3000	0	0			4000	0	0							
	Peter Monsell, Ordnance Storekeeper	On account of the Salaries of the Engineer Department, Storekeepers, &c., on the Rideau and Ottawa Canals, for the year 1856									11135	0	0				
		Total, Public Works and Buildings											92787	16	6		
		<i>INDIAN ANNUITIES.</i>															

J. C. Morrison, Receiver General	To enable him to Pay these Annuities, for the year ended 30th September, 1856																	
do	Amount Payable to Indian Department, for benefit of Indians, Lower Canada										6653	0	0					
do	do to do, for Annuities to Indians, Lakes Superior and Huron, for 1856, as per Treaty of 1850										1000	0	0					
	Total, Indian Annuities													8755	0	0		
	<i>SEIGNIORIAL TENURE.</i>																	
S. Lefevre	On account of the Salaries and Contingencies of the Commissioners appointed under this Act										16000	0	0					
B. H. Lemoine	To repay Banque du Peuple for Interest advanced to Commissioners for Lois et Vites										20000	0	0					
F. McCulloch	do City Bank for same										14904	3	0					
P. B. Dumoulin	Amount of Seigniorial Dues, cens et rentes, to which he is entitled, up to 11th November, 1856, as Seigneur of Fief of Godfrey on Haut Roch, and now in possession of Government										6	13	8					
R. Miller	Being a refund of the proceeds of two Tavern Licenses paid in erroneously on account of Seigniorial Tenure										12	12	0					
	Total, Seigniorial Tenure													50923	8	8		
	<i>SINKING FUND.</i>																	
	For the following Sum transmitted to the Bank of England for Investment, i.e. £30012 13s. 6d., Sterling, at 2½s. 4d., Currency, equal to														60848	14	5	
	<i>Carried over</i>															102767	13	7

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	Currency.			Total Currency.			
			£	s.	d.	£	s.	d.	
19 & 20 Vic. cap. 86.	<i>Executive Council.—(Continued.)</i>								
	<i>Brought over</i>		54	15	8	1027	617	13	7
	Thomas Burn	Balance of Expenses of Removal as extra Clerk	7	11	4				
	P. H. Hibson	do of do as do	23	4	1				
	M. Naughton	do of do as Office Keeper	28	3	4				
	<i>Department of Public Works.</i>								
	F. Leuieux	Amount of Expenses of Removal as Chief Commissioner	10	12	5				
	H. H. Killaly	do of do as Assistant Commissioner	98	0	0				
	Thomas A. Regly	do of do as Secretary	116	4	9				
	S. Strang	do of do as Book-keeper	95	4	2				
Jam. S. Turnbull	Amount of do as Assistant do	162	6	3					
F. P. Robt. Jge.	Balance of do as Engineer and Draftsman	28	8	6					
Joseph Guy	do of do as Clerk	10	8	9					
J. W. Harper	do of do as do	42	2	0					
P. Ovens	do of do as Chief Messenger	2	9	3					
M. Walsh	do of do as Assistant do	3	5	0					
<i>Bureau of Agriculture.</i>									
E. Deguise	Balance of Expenses of Removal as 2nd Clerk	563	1	1					
<i>Postmaster General's Office.</i>									
Robert Spence	Amount of Expenses of Removal as Post Master General	21	18	9					
W. H. Griffin	Balance of do as Secretary	42	12	7					
Edwin F. King	Amount of do as Chief Clerk	5	0	0					
C. R. Griffin	Balance of do as 1st do	1	13	9					
H. S. Weatherley	do of do as 2nd do	16	10	5					

W. G. Sheppard	do of do as 3rd do	66	1	9			
John Ashworth	do of do as Cashier	5	15	9			
E. J. King	do of do as Accountant	63	14	10			
E. C. Hayden	do of do as Senior Clerk	19	6	7			
D. M. Wright	do of do as do	7	0	0			
Robert Oliver	do of do as do	9	7	8			
D. Lawson	do of do as do	17	15	2			
J. Audette	do of do as Junior do	39	1	3			
John Brophy	do of do as do	18	13	10			
J. T. McLaugh	do of do as Inspector of Dead Letters	63	16	10			
P. Lesneur	do of do as Superintendent Money Order Office	72	9	9			
W. White	do of do as 1st Clerk	19	4	1			
Peter Holt	do of do as 2nd do	31	16	3			
C. McKenzie	do of do as 3rd do	49	13	5			
J. B. Raymond	Amount of do as Clerk	3	10	5			
John Henifu	Balance of do as Messenger	3	18	0			
<i>Adjutant General of Militia Office.</i>							
G. E. DeRottenburg	Balance of Expenses of Removal as Adjutant General	13	8	2			
D. Melonell	do of do as Deputy do, West	29	0	5			
A. Desaberry	do of do as do do, East	51	7	6			
J. G. Irvine	do of do as Provincial Aid-de-Camp	98	0	9			
Robert Berry	do of do as 1st Clerk	16	2	6			
C. Pédiclar	do of do as 2nd do	13	3	0			
P. L. McDonnell	do of do as do	27	4	4			
H. Smeaton	do of do as Messenger	8	10	7			
<i>Legislative Council.</i>							
John Ross	Amount of his Expenses of Removal as Speaker	40	13	5			
J. F. Taylor	Balance of do as Clerk and Master in Chancery	101	9	5			
R. Lamoine	do of do as Deputy and Assistant Clerk, Master in Chancery and French Translator	94	5	2			
J. E. Taylor, Junior	do of do as do and Chief Office Clerk	16	17	6			
F. L. Montzambert	Amount of do as Law Clerk	76	15	6			
Rev. W. Adamson	Balance of do as Chaplain and Librarian	52	3	7			
<i>Carried over</i>		382	1	7			
		3594	4	2			
		1027	617	13			

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
19 & 20 Vic. cap. 86.		<i>Legislative Council.—(Continued.)</i>						
		<i>Brought over</i>	382	4	7	1027617	13	7
		Balance of his Expenses as Additional Clerk Assistant, and French Translator	121	12	8			
		do of do as Clerk of French Journals	39	19	7			
		Amount of do as do English do	6	16	3			
		do of do as Gentleman Usher of the Black Rod.	30	0	0			
		Balance of do as Sergeant-at-Arms	83	4	1			
		do of do as Head Messenger	26	14	7			
		do of do as Messenger	6	9	6			
		do of do as do	19	10	7			
		do of do as do	10	5	0			
		do of do as do	6	0	0			
		<i>Legislative Assembly.</i>				732	16	10
		William B. Lindsay, jr. On account of his Expenses of Removal as Assistant Clerk.	50	0	0			
		William Ross do as Deputy Assistant do	13	3	11			
		Thomas Vaux do of do as Accountant	15	16	10			
		G. W. Wicksteed do of do as Law Clerk	36	19	9			
		H. Hartney do of do as Assistant Office Clerk	2	0	11			
		W. Spink do of do as Routine and Record do	47	9	1			
		Joseph Blais do of do as Assistant Post Master	28	7	6			
		P. Laliberté do of do as Messenger	16	0	0			
		J. P. Leprohon do of do as 1st Clerk of Committees	22	18	3			
		Alfred Todd do of do as Clerk of Private Bills	50	0	0			
		Thaddeus Patrick do of do as Assistant do and Clerk of Railway Committees	44	19	0			
		W. Fanning do of do as Assistant French Translator	30	15	4			
		D. P. Myrand Amount of do as do do	7	8	0			

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Crown Land Office.</i>						
		Joseph Cauchon Amount of his Expenses of Removal as Commissioner	252	16	6			
		E. J. Roy Balance of do as Secretary	48	18	1			
		J. Morphy do of do as Registrar	15	15	0			
		William Ford do of do as Accountant	12	18	1			
		G. T. Walcott do of do as Assistant do	24	11	1			
		J. C. Tarbutt do of do as Corresponding Clerk, West	13	1	0			
		A. Kirkwood do of do as Clerk	5	9	9			
		E. A. Genereux do of do as French Corresponding Clerk	24	5	9			
		Thomas Hammond do of do as Clerk	4	6	6			
		V. E. Tessier do of do as do	6	1	10			
		T. Chervier do of do as do	36	6	4			
		F. D. Dugal do of do as Extra do	30	19	4			
		William Spragge do of do Chief Clerk, late Surveyor General's Office	70	0	9			
		A. Russell do of do Senior Surveyor and Draftsman, West	19	17	8			
		Joseph Bouchette do of do do do East	77	1	11			
		E. T. Fletcher do of do as Assistant do	38	12	6			
		G. G. Dunlevie do of do do	33	0	9			
		P. M. Partridge do of do as Clerk	10	19	0			
		L. M. Fortier do of do as do	6	7	6			
		P. Legaré do of do as Clerk Crown Domain	7	2	10			
		R. Judah do of do as do	14	0	10			
		J. Pendergast Amount of do as do	5	16	3			
		J. Bradshaw Balance of do as Messenger	18	18	1			
		<i>Carried over</i>	767	7	4	4885	18	4
						1027617	13	7

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	£ s d.		Currency.		Total Currency.				
			£	s	d.	£	s	d.	£	s	d.
19 & 20 Vic. cap. 86.	George Fisher, J. James, E. DuMontier	<i>Crown Land Office—(Continued)</i> <i>Brought over</i> Balance of his Expenses of Removal as Messenger do of do as do do of do as do	767	7	4	4885	18	4	10370	17	7
	L. T. Drummond	<i>Crown Law Department.</i> On account of his Expenses of Removal as Attorney General, East For Damage to Law Books, in consequence of Removal Balance of his Expenses of Removal as Permanent Law Clerk	150	0	0	800	18	8			
	S. Y. Chesley	Amount of certain Expenses attending his Removal as Accountant to Indian Department				276	19	0			
	A. T. West	For Lodging Money until the 1st May, 1856				50	10	0			
	A. McLinout	Balance of Insurance on Steamer Saguenay				18	8	1			
	T. Dunn	For Passage of Government Officers, per Steamer Ontario				12	16	3			
	Cumberland & Storm	For Services as Architects				42	10	0			
	George C. Reiffenstein, and others	For certain Expenses incurred on account of Government in Removal				427	0	7			
	S. Simard	For Work done in connection with same				52	10	0			
	W. Macfarlane	For Goods supplied				42	5	0			
	D. W. Smith	For do				367	15	2			
	W. Phillips	For Work done				14	6	1			
	B. Wischart	For do				15	13	9			
	J. R. Armstrong	For do				77	0	3			
	E. Gingras	For do				34	12	6			
		For do				38	11	0			

B. Derome	For do	18	2	6			
B. Grenier	For do	9	19	4			
Thomas A. Begly	To pay certain Accounts of Removal	24	1	9			
Joseph Asselin	For Expenses of Removal	7	10	0			
James Sorby	For do	7	16	10			
C. W. Heath, Paymaster	To pay for Work done	260	11	8			
J. McGee	For Stoves, &c	500	0	0			
G. H. Cheney, & Co.	For do	336	0	6			
Jacques & Hay	For Furniture, &c.	411	5	0			
C. W. Heath	For Salary from January, 1856	33	6	8			
H. H. Killaly	For Travelling Expenses in connection with Removal, between the years 1851 and 1856	150	0	0			
	Total, Expenses of Removal				9215	8	11
<i>MISCELLANEOUS ITEMS.</i>							
1 Vic. cap. 119, 18 Vic. caps. 85 & 90, and 19 & 20 Vic. cap. 86.	Rev. C. F. Baillargeon	Twelve months' Rent of Ground occupied by the late Parliament Buildings, Quebec, to 31st December, 1856	1111	2	0		
	D. McDonald	For Services as Census Commissioner, for the United Counties of Prescott and Russell, from 22nd December, 1851, to 5th January, 1852, 12 days, at 12s. 6d.	7	10	0		
	P. A. T. DeLaronde	Being the amount of Bounty paid by him, for the Destruction of one Wolf	2	10	0		
	Michel Tessier	Being Three-fifths of the yearly Rent of the Protestant Burying Ground, St. John's Suburbs, Quebec, from 1st October, 1855, to 29th March, 1856, at £13 19s. per annum	6	19	6		
	Joseph Cauchon, Commissioner of Crown Lands	Two-fifths of do, for half-year ended 29th March, 1855, at £9 6s., and Three-fifths of the year ended 29th March, 1856, at £13 19s. per annum	18	12	0		
	Derbshire & Desbarats	To Pay the Purchase Money for Clergy Reserve Lot No. 6, 5th Concession, Western Division, Township of Wellesley for Martha Wilson, widow of Henry Wilson	136	2	6		
		For Printing Books for Registrars, Lower Canada	274	18	11		
		<i>Carried over</i>	1557	14	11		
						10366893	2 6

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. cap. 4.			4372	10	10	1096638	2	5
		<i>Port of Montreal.—(Continued.)</i>						
		<i>Brought over</i>						
	Francis Crispo	Salary as 3rd Clerk, from 6th January to 31st December, 1856, at £250 per annum	246	11	6			
	Thomas Watkins	do as 4th do, from do to do, at do	246	11	6			
	M. Desnoyers	do as 5th do, from do to do, at do	246	11	6			
	W. Christopherson	do as 6th do, from do to do, at £218 15s.	215	15	1			
	Thomas E. Barry	do as 7th do, from do to do, at £187 10s.	184	18	8			
	John P. Purcell	do as 8th do, from do to do, at £150 per annum	147	18	11			
	W. Bleakley	do as extra do, from 6th January, to 31st December, 1856, 360 days, at 15s. per diem	270	0	0			
	R. Wilson	do as do do, at Rouse's Point, from do, to do, 361 days, at 5s. per diem	90	5	0			
	Thomas Bell	do as Appraiser, from 6th January, to 31st December, 1856, at £300 per annum	295	17	10			
	William McNider	do as Assistant do and Examining Warehouse Keeper, from do, to do, at £295 per annum	221	18	4			
	John Douglas	do as Weigher, from do to do, at £150 per annum	147	18	11			
	J. B. Rontier	do as Locker, from do to do, at do	147	18	11			
	W. Scholes	do as House-keeper and Messenger, from do, to do, at £125 per annum	123	5	9			
	do	Allowance for an Assistant Messenger, from do, to do, at £50 per annum	40	6	4			
	T. Bouthillier	To enable him to pay the Wages of Tide-Waiters, Acting Weighers, and Lockers, from do, to do	2802	7	6			

do	do	do to pay the Salaries of 16 Tide Waiters, from do to do	315	12	0			
do	do	To pay for Stationery, Printing, Law Expenses, Insurances, Postages, Fuel, &c., &c., from do, to do	1157	8	5	11282	17	0
		<i>Part of Québec.</i>						
J. W. Dunscomb		Salary as Collector, from the 6th January, to 31st December, 1856, at £810 per annum	798	18	1			
Louis Massue		do as Surveyor, from do, to do, at £460 per annum	453	14	0			
A. C. Taschereau		do as 1st Landing Waiter, from do to do, at £250 per annum	246	11	6			
C. E. Allan		do as 2nd do, from do, to do, at do	246	11	6			
C. Cazeau		do as 3rd do, from do, to do, at £200 per annum	197	5	3			
F. Thompson		do as 4th do, from do, to do, at £187 10s. per annum	184	18	8			
W. N. Lee		do as 5th do, from do, to do, at £212 10s. per annum	209	11	9			
L. Bilodeau		do as Landing Waiter, from do, to do, at £350 per annum	246	11	6			
T. Gauvin		do as do, from do, to do, at do	246	11	6			
N. N. Ross		do as 1st Clerk, from do, to do, at £270 per annum	266	6	0			
J. B. A. Chartier		do as Clerk to Surveyor, from 12th July, 1855, to 31st December, 1856, at £270 per annum	306	17	6			
F. Thompson		do as Acting do, from 6th January, to 2nd June, 1856, at £82 10s. per annum	33	10	2			
J. McKeedie		do as Clerk to Surveyor, from 6th January, to 31st December, 1856, at £250 do	246	11	6			
J. P. Meara		do as Clerk, from do, to do, at £270 per annum	266	6	0			
N. Balzarette		do as extra Clerk, from do, to do, 361 days, at 15s. per diem	270	15	0			
H. Macaulay		do as Clerk, from do, to do, at £200 per annum	197	5	3			
F. Valois		Arrears of Increase of Salary, short credited in 1855	5	19	1			
George Campbell		Salary as Clerk, from 15th April, to 31st December, 1856, at £300 per annum	142	5	3			
		do as extra Clerk, from do, to do, 361 days, at 12s. 6d. per diem	225	12	6			
		<i>Carried over</i>	4892	2	0	11282	17	0
						1096638	2	5

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
8 Vic. cap. 4.			4892	2	0	11282	17	0	1096688	2	5
	F. X. Frenette	Salary as Appraiser, from 15th April to 31st December, 1856, at £218 15s. per annum	215	15	1						
	F. X. Métivier	do as Assistant do, from do to do, at £195 per annum	192	6	7						
	James Sealey	do as Head Locker and Warehouse Keeper, from do to do, at £250 per annum	246	11	6						
	T. Lambert	do as Tide Surveyor, from do to do, at £187 10s. per annum	184	18	8						
	E. McHugh	do as Sampler and Weigher, from do to do, at £100 per annum	98	12	7						
	A. G. Bowden	do as Housekeeper and Messenger, from do to do, at do.	98	12	7						
	Joseph Radford	do as Preventive Officer at Tadoussac, from the 1st December, 1853, to the 31st May, 1856, at £61 per annum	152	10	0						
	J. W. Dunscomb	To enable him to pay the Wages, and Boarding Bills, of Lockers, Weighers, and Tidemen, and Clothing of Tidewaters, from the 6th January to 31st December, 1856	2029	7	6						
	do	do to Pay Rent and Insurance of Custom House and Examining Warehouse, from do to do	619	12	6						
	do	do to Pay for Boat Service, Clothing of Boatmen, Stationery, Printing, Postages, Fuel, &c., from do to do	1284	8	1	9064	17	1			
	William Macrae	Port of St. Johns. Salary as Collector, from the 6th January to 31st December, 1856, at £500 per annum	488	8	0						
	do	Office Rent, from 6th January to 30th April, 1856, at £60 per annum, and from 1st May to 31st December, 1856, at £50 per annum	52	9	1						

	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
do	Léon Fournier	For Fuel, Postages, Stationery, &c., &c., from 6th January to 31st December, 1856	30	14	1						
	do	Salary as Landing Waiter, from do to do, at £200 per annum	197	5	3	778	11	5			
	J. J. Fox	Port of Amherst. Salary as Collector, for the year ended 5th October, 1856	200	0	0						
	do	Office Rent, for do	12	0	0						
	do	Fuel, Stationery, &c., for do	8	10	0						
	J. McCormick	Salary as Landing Waiter, for do	93	15	0	314	5	0			
	T. J. Taschereau	Port of Beauce. Salary as Collector, from 6th January to 31st December, 1856, at £75 per annum				73	19	6			
	P. E. Watier	Port of Coteau du Lac. Salary as Collector, from 6th January to 31st December, at £75 per annum	73	19	6						
	do	Office Rent, from do to do	6	0	0	79	19	6			
	C. Stewart	Port of Clarenceville. Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	128	5	9						
	do	Office Rent for the do, at £20 per annum	19	14	6						
	A. Holden	Salary as Landing Waiter, from do to do, at £75 per annum	73	19	6						
	G. Gunn	Salary as Preventive Officer, from 6th January to 31st December, 1856, at £75 per annum	73	19	6	200	19	8			
	James Thompson	Port of Coaticooke. Salary as Collector, from 6th January, to the 31st December, 1856, at £250 per annum	246	11	6						
	do	Office Rent, from do. to do, at £25 per annum	24	13	2	2278	8	9	1096688	2	5
		Carried over	271	4	8						

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. cap. 4.		<i>Port of Coaticook.—(Continued.)</i>						
		<i>Brought over</i>	271	4	8	22780	8	9
	James Thompson	Iron Safe, Office Furniture, Stationery, Printing, Postages, &c., from 6th January to 31st December, 1856	64	6	11			
	E. D. Philipps	Salary as Surveyor, from do to do, at £187 10s. per annum	184	18	8			
	C. O'Connor	do as Landing Waiter, from do to do, at £170 per annum	167	13	6			
	Aaron Workman	do as do, at Hereford, from do to do, at £75 per annum	73	19	6			
	do	Office Rent, Fuel, Stationery, at do, from do to do, at £25 per annum	24	13	2			
	Thomas Barry	Salary as Preventive Officer, from do to do, at £93 15s. per annum	92	9	4			
	Charles Taylor	do as do, from do to do, at £55 per annum	54	5	0	933	10	9
		<i>Port of Dundee.</i>						
	John Cameron	Salary as Collector, from the 6th January to 31st December, 1856, at £150 per annum	147	18	11			
	do	Fuel, Stationery, Postages, &c., from do to do	12	5	5			
	E. Queronette	do as Landing Waiter, from 19th October to do, at £100 per annum	20	2	2			
	do	For Expenses of Removal from Port of Toronto to this Port	7	10	0			
	D. McMillan	Salary as Preventive Officer, from 6th January to the 31st December, 1856, at £15 per annum	14	15	10	202	12	4
		<i>Port of Freighsburg.</i>						

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Port of Gaspé.</i>						
	A. Kemp	Salary as Collector, from 6th January to 5th July, 1856, at £125 per annum, and from 6th July to 31st December, 1856, at £150 per annum	185	8	11			
	do	Office Rent, Fuel, Stationery, &c., from 6th January to 31st December, 1856	20	0	0			
	G. L. Kemp	Salary as Preventive Officer, from do to do, at £75 per annum	73	19	6	229	8	5
		<i>Port of Gaspé.</i>						
	J. C. Belleau	Salary as Collector, from 6th January to the 31st December, 1856, at £225 per annum	221	18	4			
	do	Office Rent, from do to do	12	10	0			
	do	Fuel, Stationery, Postages, &c., from do to do	19	18	1			
	G. LeBoutillier	Boat Service, from do to do	46	10	0			
	J. J. Kavanagh	Salary as Landing Waiter and Searcher, from do to do, at £125 per annum	123	5	9			
	do	do as do, from 6th January to 5th July, 1856, at £75 per annum, and from 6th July to 31st December, 1856, at £100 per annum	86	2	8			
	J. G. LeEsperance	do as Landing Waiter, at Ste. Anne des Monts, from 6th July to 31st December, 1856, at £75 per annum	36	9	6			
	Edmund Flynn	do as Preventive Officer at Percé, from 6th January to 31st December, 1856, at do	73	19	6			
	J. De St. Croix	do as do, at Fox River, from do to do, at do	73	19	6			
	Timothy Spruen	do as do, at Pabos, from do to do, at do	73	19	6			
	Charles Esnouf	do as do, from 6th July to 20th August, 1855, at do	9	7	6	778	0	4
		<i>Port of Georgeville.</i>						
	C. Bullock	Salary as Collector, from the 6th January to the 31st December, 1856, at £100 per annum	98	12	8			
	do	Office Rent, from do to do	5	0	0			
	do	Fuel, Stationery, Postages, &c., for the years 1855 and 1856	10	3	7			
	J. C. Tuck	Salary as Preventive Officer, from 6th January to 31st December, at £63 10s. per annum	61	12	10	24924	0	7
		<i>Carried over</i>	175	9	1	1096638	2	5

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
8 Vic. cap. 4.	William McGowan	Port of Georgeville.—(Continued.) Brought over	175	9	1	2492	0	7	1096688	2	5
	G. N. Johnson	Port of Hemmingford. Salary as Collector, from 6th January to 31st December, 1856, at £150 per annum	147	18	11						
	do	do to do, at £20 per annum	19	14	6	167	13	5			
	James Botham	Port of Huntingdon. Salary as Collector, from 6th January to 31st December, 1856, at £100 per annum	98	12	8						
	do	do to do, at £12 per annum	11	16	7	110	9	3			
	Thomas Gordon	Port of Lacolle. Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	128	5	9						
	do	do to do	20	0	0						
	do	Allowance for Boat at the River Station, from do to do	10	0	0						
	E. Marsh	do Salary as Landing Waiter, from do to do, at £93 15s. per annum	92	9	4	245	15	1			
	John Heath	Port of L'Isle Verte. Salary as Collector, from 6th January to 31st December, 1856, at £100 per annum				98	12	8			

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
	John Fraser	Port of New Carlisle. Salary as Collector, from 6th January to 31st December, 1856, at £225 per annum	221	18	4						
	do	do to do, at £18 10s. per annum	13	6	4						
	do	do at Carleton, from 6th October to 31st December, 1856, at £5 do	1	3	7						
	do	Boat Service, from 6th January to 31st December, 1856	47	0	3						
	do	Stationery, Postages, Office Furniture, Horse Hire, &c., from do to do	31	6	9						
	Edward Mann	Salary as Coast Officer, Carleton, from 6th January to the 5th July, 1856, at £75 per annum, and from 6th July to 31st December, 1856, at £100 per annum	86	2	7						
	do	Arrears of Increase of Salary, from 4th May, 1855, to the 5th January, 1856, at £25 per annum	16	15	3						
	William T. Mcagher	Salary as Clerk, from 6th January to the 31st December, 1856, at £125 per annum	123	5	9						
	Robert Busted	do as Preventive Officer at Cross Point, from do to do, at £75 per annum	73	19	6						
	J. T. Caldwell	do as do, at Bonaventure, from do to do, at do	73	19	6						
	B. McGee	do as do, at Hope and Paspoubiac, from do to do, at do	73	19	6						
	W. McPherson	do as do at Port Daniel, from do to do, at do	73	19	6						
	W. Harvey	do as do at New Richmond, from do to do, at do	73	19	6						
	P. P. Russell	Port of Phillipsburg. Salary as Collector, from 6th January to 31st December, 1856, at £240 per annum	236	14	3						
	do	do to do	25	0	0						
	do	Stationery from do to do	1	14	1						
	J. Henderson	Salary as Surveyor, from do to do, at £118 15s per annum	117	2	6						
	A. Young	do as Preventive Officer, from do to do, at £93 15s per annum	92	9	4						
	Carried over					473	0	2			
						27167	9	5	1096688	2	5

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Brought over.</i>				1096688	2	5
		<i>Port of Potton.</i>						
8 Vic. cap. 4.	J. H. McVey	Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	123	5	9			
	do	Office Rent, from do to do	18	0	0			
	E. J. Parker	Salary as Preventive Officer, from 6th January to 31st December, 1856, at £75 per annum	73	19	6			
	do	Arrears of Increase of Salary, from 16th December, 1855, to 31st December, 1856, at £18 15s. per annum	19	11	3			
		<i>Port of Russelltown.</i>				294	16	6
	John Davidson	Salary as Collector, from the 6th January to the 16th April, 1856, at £125 per annum	35	0	6			
	do	Office Rent, Fuel and Stationery, for the quarter ended 5th April, 1856, at £20 per annum	5	0	0			
	Robert Rodgers	Salary as Collector, from the 17th April to the 31st December, 1856, at £100 per annum	69	3	6			
	do	Office Rent, Fuel and Stationery, from do to do, at £20 per annum	18	15	9			
		<i>Port of Rimouski.</i>				129	19	9
	P. Gauvreau	Salary as Collector, from 6th January to 31st December, 1856, at £100 per annum				98	12	10
		<i>Port of Stanstead.</i>						
	S. H. Dickerson	Salary as Collector, from 6th January to 31st December, 1856, at £187 10s. per annum	184	18	7			

do	A. Patton	Office Rent, from do to do, at £25 per annum	24	13	2			
	do	Salary as Surveyor, from do to do, at £93 15s. per annum	92	9	4			
	M. Dixon	do as Landing Waiter, from do to do, at do	92	9	4			
	R. Vincent	do as Clerk, from do to do, at £125 per annum	128	5	9			
	J. Mullins	do as Preventive Officer, from do to do, at £93 15s. per annum	92	9	4			
	T. Williamson	do as do, from do to do, at £62 10s. per annum	61	12	10			
		<i>Port of Sutton.</i>				671	18	4
	Benjamin Scaton	Salary as Collector, from the 6th January to the 31st December, 1856, at £125 per annum	123	5	9			
	do	Office Rent, Fuel, Stationery, &c., for the year ended do	20	0	0			
	do	Office Stove, &c.	3	5	3			
		<i>Port of St. Regis.</i>				146	11	0
	G. R. Audy	Salary as Collector, from the 6th January to the 31st December, 1856, at £160 per annum	147	18	11			
	do	For allowance to Mail Carrier, from the 6th January to the 31st December, 1856	10	0	0			
	do	Fuel, &c., from do to the do	7	11	1			
		<i>Port of Three Rivers</i>				165	10	0
	C. H. Godby	Salary as Collector, from 6th January to 31st December, 1856, at £187 10s per annum	184	18	8			
	do	Office Rent, for the year ended 31st December, 1856	25	0	0			
	do	Fuel, Postages, &c., from 6th January to 31st December, 1856	9	6	9			
		<i>Port of Trout River.</i>				219	5	5
	J. H. Smith	Salary as Collector, from 6th January to the 31st December, 1856, at £125 per annum	123	5	9			
	do	Office Rent, Fuel, Stationery, Postages, &c., from do to do	25	14	9			
		<i>Carried over</i>				28976	3	9
						1096688	2	5

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
		<i>Brought over</i>				28976	3	9	1090638	2	5
		<i>Part of Amherstburgh.</i>									
Vic. cap. 4.	E. Anderson	Salary as Collector, from the 6th January to the 31st December, 1856, at £250 per annum	246	11	6						
	do	Office Rent, from do to do	25	0	0						
	do	Store Rent, from do to do	12	0	0						
	James Hamilton	Salary as Landing Waiter, from the 6th January to the 31st December, 1856, at £156 5s. per annum	154	2	3						
	Hugh Cameron	do as Preventive Officer, from do to do, at £100 per annum.	98	12	8				536	6	5
		<i>Part of Brockville</i>									
	W. B. Simpson	Salary as Collector, from 6th January to 31st December, 1856, at £460 per annum	453	14	0						
	do	Office Rent, from do to do, at £27 per annum	26	12	7						
	do	Fuel, Stationery, Postages, &c., from do to do	33	19	11						
	Joseph Bertram	Salary as Surveyor, from do to do, at £218 15s per annum	215	15	1						
	R. A. Kelly	do as 1st Landing Waiter, from do to do, at £180 per annum	177	10	9						
	Alexander Stewart	do as 2nd do, from do to do, at £156 5s per annum.	154	2	3						
	W. M. Dunham	do as 1st Preventive Officer, from do to do, at £87 10s. per annum	86	6	1						
	C. M. Kelly	do as 2nd do, from do to do, at £75 per annum	73	19	6				1222	0	2
		<i>Part of Bellefleur.</i>									
	S. S. Finden	Salary as Collector, from the 6th January to the 31st December, 1856, at £350 per annum	345	4	1						

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
		<i>Brought over</i>				901	2	5	32555	3	2
		<i>Part of Brantford.</i>									
	Henry Easton	Office Rent, from do to do	30	0	0						
	G. St. G. Yarwood	Salary as Surveyor from do to do, at £250 per annum.	246	11	6						
	do	do as 1st Landing Waiter, from do to do, at £218 15s. per annum	215	15	1						
	P. J. Roblin	do as 2nd do, from 17th April to 31st December, 1856, at £125 per annum	88	5	3						
	W. P. Wilson	do as 3rd do, from 19th September to the 31st December, 1856, at do do	35	6	6				901	2	5
		<i>Part of Brantford.</i>									
	D. Curtis, junr.	Salary as Collector, from the 6th January to the 31st December, 1856, at £250 per annum	246	11	6						
	do	Office Rent, from the 6th January to the 31st December, 1856, at £27 per annum	26	12	6						
	do	Fuel, Stationery, Postages, &c., from do to do	35	14	4						
	do	do do, for the year 1855	34	0	7						
	J. E. Fitch	Salary as Surveyor, from 6th January to 31st December, 1856, at £187 10s. per annum	184	18	8						
	J. L. Hammond	do as do at Caledonia, from do to do, at £156 5s. per annum	154	2	3						
	John C. Davis	do as Landing Waiter, from do to do, at £180 per annum	177	10	7				859	10	5
		<i>Part of Bytown.</i>									
	Duncan Graham	Salary as Collector, from 6th January to 31st December, 1856, at £350 per annum	345	4	2						
	do	Arrears of Increase of Salary, from 5th April, 1852, to 5th January, 1855, at £50 per annum	187	10	0						
	do	Office Rent, from 26th November, 1855, to 26th November, 1856	20	0	0						
	do	Fuel, Stationery, Postages, Office Furniture, &c., from 6th January to 31st December, 1856	30	9	4						
	J. M. Bonacina	Salary as Surveyor, for the quarter ended 5th April, 1856, at £210 per annum	52	10	0						
	Archibald Douglas	do as do, from the 6th April to the 31st December, 1856, at do	154	12	6						
		<i>Carried over</i>	740	6	0				32555	3	2
									1096638	2	5

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. cap. 4.		<i>Port of Bytown.</i> —(Continued.)						
	Alexander Heney	Salary as 1st Landing Waiter, from the 6th January to the 31st December, 1856, at £125 per annum	740	6	0	740	6	0
	J. Little	do as 2nd do, from the 6th January to the 20th July, 1856, at £93 15s. per annum, and from 21st July to 31st December, 1856, at £110 per annum	123	5	9	123	5	9
	Donald Graham	do as Clerk, from 6th July to 31st December, 1856, at £100 per annum	100	16	4	100	16	4
	W. H. Gibson	do as Preventive Officer, from 6th January to the 5th October, 1856, at £75 per annum, and from 6th October to 31st December, 1856, at £100 per annum	48	12	8	48	12	8
	W. J. Fairfield	<i>Port of Bath.</i> Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	79	17	8	79	17	8
	do	Office Rent, from 6th January to 5th July, 1856, at £6, and from 6th July to 31st December, 1856, at £11 per annum	123	5	9	123	5	9
	do	Postages for the year ended 31st December, 1856	8	10	0	8	10	0
	William Keith	<i>Port of Bayfield.</i> Salary as Collector, from the 6th February to the 31st December, 1856, at £125 per annum	112	12	1	112	12	1
	do	Office Rent, from do to do	10	0	0	10	0	0
	J. W. Verner	<i>Port of Drighdon.</i> Salary as Collector, from 6th January to the 12th February, 1856, at £106 5s. per annum	16	5	4	16	5	4

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
	D. Young Lesslie	Office Rent, from do to do, at £18 per annum	1	17	7	1	17	7
	do	Salary as Collector, from the 15th February to the 31st December, 1856, at £150 per annum	122	4	6	122	4	6
	do	Office Rent, from do to do, at £18 per annum	15	17	5	15	17	5
	do	Fuel, Stationery, Postages, &c., for year ended 31st December, 1856	7	11	3	7	11	3
	do	Salary as Surveyor, from 6th January to the 12th February, 1856, at £125 per annum	13	0	3	13	0	3
	J. G. Pennecfather	<i>Port of Bruce Mines.</i> Salary as Collector, from 6th January to the 24th November, 1856, at £125 per annum	110	17	6	110	17	6
	do	Stationery, Cleaning Office, &c.	4	4	3	4	4	3
	W. H. Kitson	<i>Port of Cabourg.</i> Salary as Collector, from 6th January to the 31st December, 1856, at £325 per annum	320	11	0	320	11	0
	do	Office Rent, from do to do, at £25 per annum	24	13	2	24	13	2
	A. Dixon	Fuel, Stationery, Printing, Postages, &c., from do to do	39	0	0	39	0	0
	T. Fortye	Salary as Surveyor, from do to do, at £212 10s. per annum	209	11	0	209	11	0
	do	do as do at Peterborough, from do to do, at £218 15s. per annum	215	15	1	215	15	1
	do	Office Rent at do, from do to do, at £12 10s per annum	12	6	7	12	6	7
	do	do at do, for the year 1855	11	9	2	11	9	2
	A. N. Striker	Stationery, Postages, &c., from 6th January to 31st December, 1856	2	5	4	2	5	4
	do	Salary as Landing Waiter, from do to do, at £150 per annum	147	18	11	147	18	11
	W. Crossgrove	<i>Port of Chatham.</i> Salary as Collector, from 6th January to 31st December, 1856, at £218 15s. per annum	215	15	1	215	15	1
	do	Office Rent, from the 19th September to the 31st December, 1856, at £50 per annum	14	3	3	14	3	3
	do	Office Store, &c.	4	10	8	4	10	8
		<i>Carried over.</i>	234	9	0	234	9	0
						35	188	4
						109	638	2
						5		

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
8 Vic. cap. 4.			234	9	0	35188	4	11	1096688	2	5
	William A. McCrea	Port of Chatham.—(Continued.) <i>Brought over</i>									
	George Duck	Salary as Surveyor, from the 6th January to the 31st December, 1856, at £175 per annum	172	12	1						
	Arthur L. Hill	do as Surveyor at Morpeth, from 6th October to 31st December, 1856, at £100 per annum	23	12	8						
	A. R. McGregor	do as Landing Waiter, from the 6th January to the 5th July, 1856, at £93 15s. per annum; and from the 6th July to the 31st December, 1856, at £125 per annum	107	13	3						
	H. Van Allan	do as do, stationed at Hanover, from the 15th October, to the 31st December, 1856, at £100 per annum	21	3	11						
	Thomas Cartier	do as Clerk, from do to do, at do	21	3	11						
		do as Preventive Officer, from do to do, at £25 per annum	5	6	0				586	0	10
	F. H. Haycock	Port of Chippewa. Salary as Collector, from 6th January to 31st December, 1856, at £250 per annum	246	11	6						
	do	Office Rent, from do to do, at £25 per annum	24	13	2						
	do	Fuel, Stationery, Postages, &c., from do to do	10	5	11						
	John Radcliff	Salary as Landing Waiter, from do to do, at £93 15s. per annum	92	9	4						
	George Twomley	do as Clerk, from 6th January to 5th July, 1856, at £150 per annum, and from 6th July to the 31st December, 1856, at £175 per annum	160	2	1						
	A. Delmage	do as Preventive Officer, from 6th January to do, at £93 15s. per annum	92	9	4				626	11	4

John McWatt	Salary as Collector, from the 25th April to the 31st December, 1856, at £250 per annum	171	0	3									
do	Postages, Stationery, &c., from do to do	3	2	9									
Peter Ferguson	Salary as Surveyor, from 6th April to the 31st December, 1856, at £187 10s. per annum	138	1	2									
Thomas Hailey	Services as Landing Waiter, from do to do, 266 days, at 6s 3d. per diem	83	2	6									
Duncan Darroch	do as do, from do to do, at do	83	2	6				478	9	2			
J. C. Wood	Port of Cornwall. Salary as Collector, from 6th January to the 31st December, 1856, at £125 per annum	123	5	9									
do	Office Rent, Fuel, Stationery, &c., from do to do	15	8	9									
A. McDonnell	Salary as Preventive Officer, from do to do, at £93 15s. per annum	92	9	4									
J. M. Merriman	Port of Cramahke. Salary as Collector, from 6th January to the 31st December, 1856, at £150 per annum	147	18	11									
do	Office Rent, Fuel, Stationery, &c., from do to do, at £20 per annum	19	13	9									
H. Lennon	Allowance for Travelling Expenses, &c., for the year 1854	20	10	0									
W. B. Sheehan	Port of Dunneville. Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	123	5	9									
do	Office Rent, from do to do	15	0	0									
do	Warehouse do, from do, to 1st October, 1856	7	10	0									
do	do do, for the year 1855	15	0	0									
do	Fuel, Stationery, Printing, Office Furniture, Postages, &c., from 6th January to 31st December, 1856	26	4	0									
do	For this amount for Contingencies not credited in 1855	4	11	3									
do	To pay J. Murphy, Landing Waiter, Expenses of Removal from Port of Windsor to this Port	17	10	0									
	<i>Carried over</i>	209	1	0				37298	12	9	1096688	2	5

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.		Currency.		Total Currency.	
		£	s. d.	£	s. d.	£	s. d.
S Vic. exp. A.	J. W. Taylor	200	1 0	37298	12 9	1090638	2 5
	do	246	11 6				
	J. Cutler	42	11 3				
	J. Murphy	123	5 9	744	15 3		
		123	5 9				
	R. K. Bullock	123	5 9				
	do	19	14 6				
	do	1	1 10	144	2 1		
	W. E. Gwyn	246	11 6				
	do	24	13 2				
	do	19	7 5	290	12 1		
	A. McMilan	30	16 5				
	do	18	5 8				
	James Jellyman	92	9 4	141	11 5		

		Currency.		Total Currency.	
		£	s. d.	£	s. d.
<i>Port of Dunville—(Continued.)</i>					
<i>Brought over</i>					
<i>Port of Dickinson's Landing.</i>					
Salary as Surveyor, from 6th January to the 31st December, 1856, at £250 per annum					
For Expenses of Removal from Port of Montreal to this Port					
Salary as Landing Waiter, from do to do, at £125 per annum					
do as do, from do to do, at do					
<i>Port of Dundas.</i>					
Salary as Collector, from 6th January to 31st December, 1856, at £250 per annum					
Office Rent, from do to do, at £20 per annum					
Stationery, Postages, &c., from do to do					
<i>Port of Elgin.</i>					
Salary as Collector, from 6th January to 31st December, 1856, at £315s. per annum					
Office Rent, Fuel, Stationery, Postages, &c., from do to do					
Salary as Preventive Officer, from do to do, at £93 15s. per annum					
<i>Port of Fort Erie.</i>					
Salary as Collector, from the 6th January to 31st December, 1856, at £250 per annum					
Office Rent, from do to do					
Fuel, Stationery, Postages, Repairs, &c., from do to do					
Salary as Surveyor, from do to do, at £240 per annum					
do as 1st Landing Waiter, from do to do, at £125 per annum					
do as 2nd do, from do to do, at £98 19s. per annum					
do as 3rd do, from do to 5th October, 1856, at £125 per annum					
do as do, from the 19th September to the 31st December, 1856, at £125 per annum					
do as Clerk, from 6th January to do, at £100 per annum					
<i>Port of Goderich.</i>					
Salary as Collector, from 6th January to the 31st December, 1856, at £150 per annum					
Office Rent, from do to do, at £15 per annum					
Postages, &c., from do to do					
Salary as Landing Waiter, for the month ended 5th February, 1856, at £93 15s per annum					
do as do, from 6th April to the 31st December, 1856, at £100 per annum					
do as Preventive Officer, from 6th January to do, at £63 10s. per annum					
<i>Port of Gananoque.</i>					
Salary as Collector, from 6th January to the 31st December, 1856, at £100 per annum					
Office Rent, from do to do, at £6 per annum					
Fuel, Stationery, Postages, &c., for year 1856					
Salary as Landing Waiter, from 6th January to the 31st December, 1856, at £63 10s. per annum					
<i>Carried over</i>					

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
8 Vic. cap. 4.		<i>Brought over</i>				44477	0	9	1096638	2	5
		<i>Port of Kingston.</i>									
	James Hopkirk	Salary as Collector, from 6th January to 31st December, 1856, at £560 per annum			7						
	do	Office Rent, from do to do, at £125 per annum	552	6							
	James Wright	Salary as Surveyor, from do to do, at £250 per annum	123	5	9						
	W. R. Mingsye	do as 1st Clerk, from do to do, at £218 15s. per annum	246	11	6						
	J. S. Smyth	do as 2nd do, from do to do, at £187 10s. per annum	215	15	1						
	S. D. Fowler	do as 3rd do, from do to do, at £156 5s. per annum	184	18	8						
	G. H. Detlor	do as Appraiser, from do to do, at £187 10s. per annum	154	2	3						
	D. Lynch	do as 1st Landing Waiter, from 6th January to 5th October, 1856, at £125 per annum, and from 6th October to 31st December, 1856, at £150 per annum	184	18	8						
	Evan McColl	do as 2nd Landing Waiter, from 6th January to the 31st December, 1856, at £125 per annum	129	6	11						
	Thomas Mcagher	do as 3rd do, from do to do, at do	123	5	9						
	A. F. McRea	do as Packer and Messenger, from do to do, at £93 15s. per annum	123	5	9						
	Joseph Kidd	do as Tide Waiter, for 361 days, at 6s. 3d. per diem	92	9	4						
	J. W. Little	do as Assistant do, for 309 days, at 5s. per diem	112	16	3						
		<i>Port of Kingsville.</i>	77	5	0				2320	4	6
	James King	Salary as Collector, from 16th February to 31st December, 1856, at £100 per annum	87	7	7						
	Jonathan Wigfield	do as Preventive Officer, from 26th March to 31st December, at £50 per annum	38	6	7						
	John Wright	do as do, from do to do, at do	38	6	7				164	0	9

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
		<i>Port of London.</i>									
	J. B. Strathy	Salary as Collector, from 6th January to 31st December, 1856, at £300 per annum	295	17	10						
	do	Office Rent, from 15th November, 1855, to do	45	0	0						
	do	Fuel, Stationery, Postages, Law Expenses, Office Furniture, &c., 6th January to do	72	1	2						
	Thomas Cronyn	Salary as Surveyor, from do to do, at £200 per annum	197	5	3						
	Darius Doty	do as do, at Ingersoll, from 12th February to 31st December, 1856, at £156 5s. per annum	138	3	4						
	do	Amount allowed for Expenses of Removal from Port Colborne to Out-Port of Ingersoll	18	5	0						
	John Scanlan	Salary as Landing Waiter, from 6th January to 31st December, 1856, at £100 per annum	98	12	8						
	D. Cameron	do as Clerk, from do to do, at £187 10s. per annum	184	18	8						
	do	Amount allowed for Expenses of Removal from Port Stanley to this Port	10	0	0						
	R. Abbott	Salary as Appraiser, from 6th to 31st December, 1856, at £150 per annum	10	5	6				1070	9	5
		<i>Port of Mainland.</i>									
	Dunham Jones	Salary as Collector, from the 6th January to the 31st December, 1856, at £100 per annum	98	12	8						
	do	Office Rent, from do to do, at £15 per annum	14	15	10						
	do	Fuel, Stationery, &c., from do to do	3	0	0						
	J. B. Wells	Salary as Landing Waiter, from do to do, at £75 per annum	73	19	6						
	Thomas Haley	do as Preventive Officer, from 6th October to do, at £50 per annum	11	16	4				202	4	4
		<i>Port of Morrisburgh.</i>									
	A. McDonell	Salary as Collector, from 6th January to 31st December, 1856, at £180 per annum	177	10	7						
	do	Office Rent, Fuel, Stationery, &c., from do to do	17	10	0						
	do	Office Rent, at Matilda, from do to do	9	0	0						
	E. Brouse	Salary as Surveyor, from do to do, at £120 per annum	118	7	2						
	W. J. Morgan	do as Preventive Officer, from do to do, at £93 15s. per annum	92	9	4						
		<i>Carried over</i>	414	17	1				48288	19	9
									1096638	2	5

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.				
			£	s.	d.	£	s.	d.		
S Vic. cap. 4.	Henry McCollough	<i>Port of Morrisburgh.—(Continued.)</i>			414	17	1	48233	19	9
		<i>Brought over</i>						1096638	2	5
		Salary as Preventive Officer, from 6th January to 31st December, 1856, at £93 15s. per annum			92	9	4	507	6	5
		<i>Port of Niagara.</i>								
		Salary as Collector, from 6th January to 31st December, 1856, at £225 per annum			221	18	4			
		Fuel, Stationery, Postages, &c., from do to do			6	13	6			
		Salary as Surveyor, from do to do, at £187 10s. per annum			184	18	8			
		do as Landing Waiter, from do to do, at £125 per annum			123	5	9	536	16	3
		<i>Port of Napanee.</i>								
		Salary as Collector, from 6th January to 18th September, 1856, at £156 5s. per annum			109	19	4			
Office Rent, from do to do, at £12 10s. per annum			8	16	0					
Fuel, Stationery, Postages, &c., from do to do			6	13	8					
Salary as Collector, from 19th September to 31st December, 1856, at £156 5s. per annum			44	2	11					
Office Rent, from do to do, at £12 10s. per annum			3	10	7					
Fuel, Stationery, Postages, &c., from do to do			6	1	4					
Salary as Landing Waiter, from 6th January to 31st December, 1856, at £100 per annum			98	12	8	277	16	6		
<i>Port of Newcastle.</i>										
Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum			123	5	7					

do	Fuel, Stationery, &c., &c., from do to do	5	0	0	128	5	7		
<i>Port of Oakville.</i>									
R. K. Chisholm	Salary as Collector, from 6th January to 31st December, 1856, at £218 15s. per annum	215	15	1					
do	Office Rent, from do to do	22	10	0					
do	Fuel, Stationery, Postages, &c., from do to do	17	14	8					
Joseph Milborne	Salary as Landing Waiter, from do to do, at £125 per annum	123	5	9	379	5	6		
<i>Port of Owen Sound.</i>									
W. A. Stephens	Salary as Collector, from 6th January to 5th October, 1856, at £100 per annum; and from 6th October to 31st December, 1856, at £137 10s. per annum	107	9	10					
do	Office Rent, from 6th January to 31st December, 1856, at £12 10s. per annum	12	6	7					
do	Arrears of Office Rent, from 6th April, 1851, to the 5th January, 1856, at £5 per annum	23	15	0					
George Ironside	Salary as Landing Waiter at Manatoulin, from 6th January to 31st December, 1856, at £50 per annum	49	6	4					
do	Arrears of Increase of Salary, from 29th November, 1855, to 5th January, 1856, at £25 per annum	2	12	4	195	10	1		
<i>Port of Oshawa.</i>									
Christopher Walsh	Salary as Collector, from 6th January to 31st December, 1856, at £156 5s. per annum	154	2	3					
Richard Walsh	do as Landing Waiter, from the 18th to do, at £100 per annum	3	11	6	157	13	9		
<i>Port of Paris.</i>									
William Murphy	Salary as Collector, from 6th January to 31st December, 1856, at £225 per annum	221	18	4					
do	Office Furniture Stationery, Postages, &c., from do to do	15	1	3					
W. B. Scully	Salary as Surveyor, from 23rd January to 5th October, 1856, at £100 per annum; and from 6th October to the 31st December, 1856, at £137 10s. per annum	102	16	5					
<i>Carried over</i>			339	16	0	504	16	13	10
									1096638
									2
									5

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.							
			£	s.	d.	£	s.	d.					
8 Vic. cap. 4.	William Murphy	To Pay H. Dixon for Services, from 1st November to 31st December, 1856, 61 days, at 7s. 6d. per diem	230	16	0	504	16	13	10	1096	638	2	5
		<i>Brought over</i>	22	17	6	362	13	6					
	A. Jones	<i>Port of Prescott.</i> Salary as Collector, from 6th January to 31st December, 1856, at £218 15s. per annum	215	15	1								
	do	Office Rent, from do to do, at £25 per annum	24	12	2								
	do	Fuel, Stationery, Postages, Taxes, Cleaning Office, &c., from do to do	72	18	7								
	do	Law Expenses, Stationery, Postages, Office Furniture, Taxes, Cleaning Office, &c. Short, credited in 1855	58	6	2								
	P. Carberry	Salary as Surveyor and Clerk, from 6th January to 31st December, 1856, at £250 per annum	216	11	6								
	A. Home	do as 1st Landing Waiter, from do to do, at £156 5s. per annum	154	2	3								
	W. Armstrong	do as 2nd do, from do to do, at £125 do	123	5	9								
	W. Gerald	do as Preventive Officer, from do to do, at do	123	5	9								
	J. D. Askin	do as Assistant Clerk, from 6th October to 31st December, 1856, at £125 per annum	29	10	9								
	do	Expenses of Removal from the Port of Windsor to this Port	4	0	0								
		<i>Port of Picton.</i>				1052	9	0					
	J. P. Roblin	Salary as Collector, from 6th January to 31st December, 1856, at £156 5s. per annum	154	2	3								
	do	Office Rent, from do to do	10	0	0								
	do	Fuel, Stationery, Postages, &c., from do to do	11	6	3								

J. S. Clute	Salary as Landing Waiter, from do to do, at £100 per annum	98	12	8	274	1	2						
	<i>Port of Penetanguishene.</i>												
W. Simpson	Salary as Collector, from 6th January to 5th April, 1856, at £31 5s. per annum, and from 6th April to 31st December, 1856, £75 per annum				63	0	9						
	<i>Port of Burwell.</i>												
J. P. Stephenson	Salary as Collector, from 6th January to 9th July, 1856, at £250 per annum	127	14	8									
do	Office Rent, Fuel, Stationery, &c., from do to do, at £12 10s. per annum	6	5	0									
George J. Reade	Salary as Collector, from 10th July to 31st December, 1856, at £200 per annum	95	1	9									
do	Office Rent, Fuel, Stationery, Office Furniture, &c.	19	10	11									
James Cowan	Salary as Landing Waiter, from 6th January to 31st December, 1856, at £98 15s. per annum	92	9	4									
C. Treble	do as do, from 22nd July to do, at £100 per annum	44	5	8									
	<i>Port Colborne.</i>				385	7	4						
Thomas Parke	Salary as Collector, from 6th January to 31st December, 1856, at £62 10s. per annum	61	12	10									
Darius Doty	do as Surveyor, from do to 11th February, 1856, at £62 10s. per annum	6	10	6									
J. W. Verner	do as do, from 12th February to 5th July, 1856, at £62 10s. per annum, and from 6th July to 31st December, 1856, at £100 per annum	73	7	2									
do	Expenses of Removal from Port of Brighton to this Port	25	0	0									
A. K. Schofield	do as Landing Waiter, from 6th January to 5th June, 1856, at £50 per annum	20	16	8									
James S. Schofield	do as do do, from 14th October to 31st December, 1856, at do	10	16	5									
	<i>Carried over</i>				527	62	9	2					
					1096	638	2	5					

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
		<i>Brought over.</i>				52752	9	2	1096688	2	5
		<i>Port Credit.</i>									
	M. O'Donohue	Salary as Collector, from 6th January to 1st September, 1856, at £156 5s. per annum	102	15	0						
	do	Office Rent, from do to do, at £20 per annum	13	3	0						
	Thomas Cotton	Salary as Collector, from 25th October to the 31st December, 1856, at £156 5s. per annum	28	17	5						
	do	Office Rent, from the 2nd September to do, at £20 per annum	6	11	6						
	R. K. Chisholm	Board and Travelling Expenses of Landing Waiter Milbourne, and himself, while Acting Collector at this Port in 1856	13	13	9						
	J. McCarroll	Travelling Expenses from Port of Toronto to this Port, while in charge, in June 1855	9	5	0	174	5	8			
		<i>Port of Dalhousie.</i>									
	John Clark	Salary as Collector, from 6th January to 31st December, 1856, at £300 per annum	295	17	10						
	R. Caley	do as Surveyor, from do to do, at £187 10s. per annum	184	18	8						
	James Lamb	do as 1st Landing Waiter, from do to do, at £218 15s. per annum	215	15	1						
	W. Murray	do as 2nd do, from do to do, at £25 per annum	24	13	0						
	W. James	do as 3rd do, from 22nd March to do, at £100 per annum	77	9	8						
	J. S. Clark	do as 4th do, from 30th May to do, at £50 per annum	29	3	4						
	W. Walker	do as Preventive Officer, from 6th January to do, at £37 10s. per annum	36	19	9	864	17	4			
		<i>Port Dover.</i>									

E. Webster	Salary as Collector, from 6th January to 31st December, 1856, at £250 per annum	246	11	6							
do	Office Rent, from do to do, at £9 per annum	8	18	2							
do	Fuel, Stationery, Postages, &c., from do to do	12	10	9							
J. Ryerse	Salary as Landing Waiter, from do to do, at £62 10s. per annum	61	12	10							
T. B. Barrett	do as do and Clerk, from 6th January to 9th July, 1856; and from 19th September to 31st December, 1856, at £156 5s. per annum	123	18	3							
J. Murphy	Travelling Expenses and Board, while performing the duties as Landing Waiter during T. B. Barrett's absence	14	15	0	468	6	6				
	<i>Port Darlington.</i>										
D. Fisher	Salary as Collector, from 6th January to 31st December, 1856, at £156 5s. per annum	154	2	3							
do	Office Rent, from do to do	10	0	0							
do	Fuel, Stationery, Postages, &c., from do to do	11	2	11							
W. Moorcraft	Salary as Landing Waiter, from do to do, at £93 15s. per annum	92	9	4	267	14	6				
	<i>Port Hope.</i>										
M. F. Whitehead	Salary as Collector, from 6th January to 31st December, 1856, at £300 per annum	295	17	10							
do	Office Rent, from 6th January to 5th July, 1856, at £6 per annum, and from 6th July to 31st December, 1856, at £25 per annum	18	10	0							
do	Fuel, Stationery, Printing, Postages, &c., from 6th January to 31st December, 1856	21	9	8							
P. Gaul	Salary as Landing Waiter, from do to do, at £125 per annum	123	5	9							
H. Forbes	do as Clerk, from do to do, at £187 10s. per annum	184	18	8	644	1	11				
	<i>Port Milford.</i>										
F. W. Smith	Salary as Collector, from 6th January to the 5th October, 1856, at £125 per annum; and from 6th October to the 31st December, 1856, at £150 per annum	129	8	11							
do	Office Rent, for the year ended 31st December, 1856	18	0	0							
	<i>Carried over.</i>	147	3	11	55171	15	1	1096688	2	5	

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.			Currency.			Total Currency.				
		£	s.	d.	£	s.	d.	£	s.	d.		
8 Vic. cap. 4.	<i>Port Milford.—(Continued.)</i>											
	<i>Fraughts over</i>											
	F. W. Smith	147	3	11	55	17	15	109	6	38	2	5
	H. Lennon	5	2	8								
		28	12	2	175	18	9					
	<i>Port Rouaan.</i>											
	George J. Reade		79	16	9							
	do		4	7	6							
	T. B. Barrett		30	3	0							
	do		3	3	2							
H. Acton		49	8	9								
do		3	15	0								
do		20	0	8								
do		23	11	4	214	6	2					
<i>Port Sarnia.</i>												
Thomas Forsyth		154	2	3								
do												
do		16	7	3								
do		58	11	1								
do		9	4	2								

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.			Currency.			Total Currency.				
		£	s.	d.	£	s.	d.	£	s.	d.		
8 Vic. cap. 4.	<i>Port Stanley.</i>											
	<i>Expenses incurred in the Seizure of the Brig "Lowell."</i>											
	D. C. O'Brien	5	5	0								
	do	123	5	9								
	do	20	0	0								
	Hugh McNaughton	92	9	4	479	4	10					
	<i>Port Sarnia.</i>											
	Matthew Childs		295	17	10							
	do		25	0	0							
	do		18	5	11							
P. Bennett		184	18	8								
Charles Fraser		105	18	7								
W. H. Hignan		215	15	1	845	16	1					
<i>Port Trenton.</i>												
A. Macaulay		98	12	8								
do		10	0	0								
do		10	2	1	118	14	9					
<i>Port of Queenston.</i>												
P. B. Clement		184	18	8								
do		15	0	0								
do		4	10	0								
do		14	12	11								
Arthur Shaw		92	9	4								
John Smeaton		46	17	6								
<i>Carried over</i>												
		358	9	5	570	5	8	109	6	38	2	5

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	CURRENCY.			TOTAL CURRENCY.						
			£	s.	d.	£	s.	d.				
s Vic. cap. 4.	S. Purden	<i>Port of Queenston.</i> —(Continued.) <i>Brought over</i>	Salary as Landing Waiter, from 6th July to 31st December, 1856, at £125 per annum	358	8	5	57005	15	8			
			<i>Port of Rivière aux Raisins.</i>	Salary as Collector, from 6th January to the 31st December, 1856, at £75 per annum	73	19	6	419	4	2		
				Office Rent, Fuel and Stationery, from do to do, at £20 per annum	19	13	11					
			William Robinson	do	<i>Port of Rondeau.</i>	Salary as Collector, from 6th January to the 5th October, 1856, at £100 per annum	75	0	0	93	13	5
						do as do, from 17th October to 31st December, 1856, at £125 per annum	25	16	4			
			George Duck	Hugh Calder	<i>Port of Stanford.</i>	Salary as Collector, from 6th January to 31st December, 1856, at £250 per annum	246	11	6	100	16	4
						Office Rent, from do to do	100	0	0			
			G. McMicken	do	do	Fuel, Office Furniture, Stationery, &c., from do to do	75	11	0	100	16	4
						To pay M. Stevenson, services as Porter, from do to do	30	0	0			
						To pay H. Johnson, Services during quarter ended 5th July, 1856.	20	0	0			
To pay D. G. Wilson, do, for quarter ended 31st December, 1856.	20	0				0						
To pay D. G. Wilson, do, for quarter ended 31st December, 1856.	5	0				0						

W. Leggett	Salary as Surveyor, from 6th January to 31st December, 1856, at £250 per annum	246	11	6	
H. B. Rogers	do as Landing Waiter, from 6th January to 5th July, 1856, at £120 per annum; and from 6th July to 31st December, 1856, at £150 per annum	132	18	11	
G. Liddle	do as do, from 6th January to 31st December, 1856, at £125 per annum	123	5	9	
W. W. Austey	do as Clerk, from do to do, at £187 10s. per annum	184	18	8	
E. A. Stott	do as 2nd do, from do to do, at £150 per annum	147	18	11	
R. Hobson	do as Landing Waiter, from 6th January to 14th May, 1856, at do	53	11	5	
William Eden	do as do, from 27th June to 31st December, 1856, at £125 per annum	63	17	5	
J. Smeaton	do as do, from 6th July to do, at £112 10s. per annum	54	14	2	
S. Purdon	do as do, from 6th January to 5th July, 1856, at £125 per annum.	62	10	0	
J. Cannon	do as Acting do, from 6th January to 31st December, 1856, at £120 per annum	118	7	1	
Jordan Charles	Office Furniture, Stationery, Postages, &c., at the Out Port of Woodstock in 1855	7	9	8	
J. McDonald	Salary as Surveyor, at Niagara Falls, from 6th January to 31st December, 1856, at £187 10s. per annum	184	18	8	
do	Office Rent, at do, from do to do	12	10	0	
<i>Port of Sault Ste. Marie.</i>			1870	14	8
Joseph Wilson	Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	123	5	9	
do	Office Rent, from do to do	10	0	0	
do	Postages, from do to do	0	2	6	
do	Expenses of himself and four men to and from Michicopotan	35	11	3	
John Bowker	Salary as Landing Waiter, from 6th January to 31st December, 1856, at £125 per annum	123	5	9	
<i>Port of Saigeen.</i>			292	5	3
J. B. O'Connor	Salary as Collector, from 6th January to 31st December, 1856, at £125 per annum	123	5	9	
<i>Carried over</i>			123	5	9
			59782	9	6
			1096638	2	5

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.	CURRENCY.			TOTAL CURRENCY.						
			£	s.	d.	£	s.	d.				
8 Vic. cap. 4.	J. B. O'Connor	Office Rent, from 6th January to 31st December, 1856	12	10	0	597	82	9	1096	638	2	5
	James Orr	Salary as Collector, from the 19th September to the 31st December, 1856, at £150 per annum	42	7	10							
	do	Office Furniture, Stationery, &c., for the do	12	3	2							
	R. G. Warren	Salary as Landing Waiter, from 6th October to the 31st December, 1856, at £125 per annum	29	10	9							
	W. F. Meudell	Salary as Collector, from 6th January to 31st December, 1856, at £560 per annum	552	6	6							
	do	Fuel, Stationery, Postages, Insurance, Boat, &c., from do to do	300	3	11							
	T. C. Scott	Salary as Surveyor, from do to do, at £300 per annum	295	17	10							
	J. McCarroll	do as Assistant do, from do to do, at £250 per annum	246	11	6							
	John Cameron	do as 1st Clerk, from do to do, at do	246	11	6							
	George Henderson	do as 2nd do, from do to do, at do	246	11	6							
	E. R. Curzon	do as 3rd do, from do to do, at £225 do	221	18	4							
	J. Woodhouse	do as 4th do, from do to do, at £200 do	197	5	3							
	A. McPherson	do as Appraiser, from do to do, at £218 15s. do	215	15	1							
	J. P. Dunn	do as 1st Landing Waiter, from do to do, at £187 10s. do	184	18	8							
	T. McCarthy	do as 2nd do, from do to do, at £125 do	123	5	9							
	Hugh Sinclair	do as 3rd do, from 23rd January to do, at do	117	7	7							
	H. D. Wilson	do as 4th do, from 6th January to do, at £93 15s.	92	9	4							
	Thomas Johnson	do as 5th do, per annum										

James Stitt	do as Locker, from do to do, at £150 per annum	147	18	11												
R. G. Paton	do as do, from do to do, at £125 do	123	5	9												
W. McKay	do as Housekeeper and Messenger, from do to do, at £112 10s. per annum	110	19	2												
Peter Ferguson	do as Surveyor, at Collingwood, from 6th January to 5th April, 1856, at £187 10s. per annum	46	17	6												
D. Darroch	do as Clerk at do, from do to do, 91 days, at 5s. per diem	22	15	0												
Thomas Haley	do as Tide Waiter at do, from do to do, do	22	15	0												
John Harland	do as Surveyor at Guelph, from 16th April to 31st December, 1856, at £150 per annum	106	10	10												
W. F. Meudell	To enable him to pay for the Services of Extra Clerks, from 6th January to 31st December, 1856	189	18	9												
do	do to do for do, Lockers and Tide Waiters, from do to do	1378	11	3					5314	0	8					
	Port of Whitby.															
William Warren	Salary as Collector, from 6th January to 31st December, 1856, at £187 10s. per annum	184	18	8												
do	Office Rent, from do to do, at £10 per annum	9	17	2												
Robert Brennan	Salary as Landing Waiter, from do to do, at £125 per annum	123	5	9					318	1	7					
	Port of Wellington.															
J. R. Yielding	Salary as Collector, from 6th January to 31st December, 1856, at £137 10s. per annum	135	12	4												
do	Office Rent, Fuel, and Stationery, &c., from 6th January to 5th April, 1856, at £20 per annum; and from 6th April to 31st December, 1856, at £10 per annum	12	7	3					147	19	7					
	Port of Windsor.															
J. F. Elliot	Salary as Collector, from 6th January to 31st December, 1856, at £350 per annum	345	4	1												
do	Office Rent, from 6th January to 25th April, 1856, at £15 per annum; and from 26th April to 31st December, 1856, at £50 per annum	37	13	0												
	Carried over	382	17	1					657	32	8	10	1096	638	2	5

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.					
			£	s.	d.	£	s.	d.			
8 Vic. cap. 4.	J. F. Elliot	<i>Port of Windsor.</i> —(Continued.) <i>Brought over</i>	382	17	1	65782	8	10	1096688	2	5
	do	Fuel, Stationery, Office Furniture, Postages, &c., from 6th January to 31st December, 1856	70	17	0						
	W. Morton	To pay Services of Extra Clerks and Messenger, from do to do	8	7	6						
	P. H. Morin	Salary as Surveyor, from do to do, at £200 per annum	197	5	3						
	do	do as do at Out Port of Sandwich, from do to do, at £150 per annum	147	18	11						
	M. Cowan	do as Landing Waiter, from do to do, at £125 per annum	123	5	9						
	J. Dennison	do as do, from do to do, at do	123	5	9						
	J. D. Askin	do as do, from 6th January to 5th October, 1856, at £125 per annum	98	15	0						
	J. L. Marantelle	do as do, from do to 5th July, at £75 per annum, and from 6th July to 31st December, 1856, at £125 per annum	98	5	9						
	John Stone	do as do, from 6th January to 31st December, at do	123	5	9						
	A. Gordon	do as Clerk, from do to do, at £187 10s. per annum	184	18	8						
	John Clarke	do as Acting Landing Waiter, from 6th September to the 31st December, 1856, at £125 per annum	39	19	1						
	Thomas Perkins	do as Landing Waiter, from the 6th to the 31st December, 1856, at do	8	14	1						
	John McIntosh	do as Extra do, from 6th January to 5th April, 1856, at £100 per annum	25	0	0	1627	15	7			
	John Bell	<i>Port of Wallaceburgh.</i> Salary as Collector, from the 6th January to 31st December, 1856, at £156 5s. per annum	154	2	3						
	do	Office Rent, from do to do	10	0	0						
	J. Minton	Salary as Landing Waiter, from do to do, at £98 15s. per annum	92	9	4	256	11	7			

Jordan Charles	Salary as Collector, from 6th January to 31st December, 1856, at £225 per annum	221	18	4							
George N. Mathewson	do as Landing Waiter, from 23rd January to do, at £100 per annum	93	19	3	315	17	7				
	<i>Customs Management Branch.</i>				£	67982	13	7			
Rollo Campbell	For Printing Customs Forms	1354	15	3							
A. Coté	do	169	3	3							
C. Dunleavy	do	11	10	7							
Derbshire & Desbarats	do do and Stationery	1208	17	11							
Joseph Lessie, Postmaster, Toronto	For Postages, for Customs Branch, I.G.O.	75	0	6					2819	7	6
	<i>Miscellaneous.</i>										
Thomas Worthington	Salary as Inspector of Ports, Canada West, for the year ended 31st December, 1856	500	0	0							
do	For Travelling Expenses, incurred in the Inspection of Ports, Canada West	75	0	0							
do	For Expenses of Removal from Port of Wellington to Toronto	32	13	0							
Matthew Ryan	Salary as Inspector of Ports, Canada East, for the year ended 31st December, 1856	400	0	0							
P. Sheppard	do as Extra Clerk, Customs Branch, for the year ended 31st December, 1856	183	0	0							
D. McCarthy	do as Messenger, do, from 15th April to 30th June, 1856, at £93 15s. per annum	19	10	7							
John Walls	do as do, do, from 1st July to 31st December, 1856, at do	46	17	6							
E. Darrow and Brothers	For 15 Custom House Stamps, Changeable Dices, for Customs Department	53	17	6							
F. G. Scott	To enable him to pay certain Contingent Expenses of the Inspector General's Department	315	17	1							
Thomas L. Terrill	Amount of his Expenses, and those of H. F. Prentice, for Defending Suit—Rand vs. J. C. Tuck, Preventive Officer, Stanstead	10	3	4					70802	1	1
	<i>Carried over</i>	1686	19	0					1096688	2	5

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. cap. 4.	N. Fitch	Miscellaneous.—(Continued.) Brought over	1636	19	0	70802	1	1
			47	11	10	1684	10	10
		Duties Returned.	2067	5	3			
		At the Port of Montreal.	272	12	11			
		do of Quebec	0	6	4			
		do of Beauce	4	9	6			
		do of Clarenceville	7	6	0			
		do of Coaticook	2	1	11			
		do of Dundee	23	3	11			
		do of Hemmingford	26	9	3			
		do of New Carlisle	2	14	4			
		do of Phillipsburg	0	4	0			
		do of Potton	9	3	1			
		do of Three Rivers	4	6	3			
		do of Amherstburgh	0	17	10			
		do of Brockville	8	5	3			
		do of Belleville	6	9	2			
		do of Brantford	28	8	1			
		do of Bytown	71	17	8			
		do of Cobourg	6	10	8			
		do of Chippawa	2	6	1			
		do of Chippawa	106	5	6			
		do of Dunnville	41	19	1			
		do of Dundas	6	5	0			
		do of Port Erie						
		do of Goderich						

do	of Hamilton	168	7	9			
do	of Kingston	27	17	4			
do	of London	71	0	0			
do	of Niagara	34	18	0			
do	of Napanee	7	6	5			
do	of Owen Sound	2	0	2			
do	of Oshawa	3	1	3			
do	of Paris	1	5	4			
do	of Prescott	0	14	2			
do	of Picton	5	7	5			
do	of Port of Dalhousie	3	15	7			
do	of do of Dover	15	1	3			
do	of do of Darlington	4	4	0			
do	of do of Hope	1	16	0			
do	of do of Kewan	1	5	0			
do	of do of Stanley	11	19	2			
do	of Queenston	2	5	0			
do	of Rivière aux Raisins	0	12	3			
do	of Rondeau	1	16	11			
do	of Stamford	146	17	6			
do	of Toronto	2284	5	8			
do	of Whitby	0	18	9			
do	of Wallaceburg	0	1	6			
do	of Windsor	0	1	8			
do	of Woodstock	5	18	0			
			5496	11	2		
			77988	3	1		
Add.—Balances at Credit of Collectors, 31st January, 1856.			12187	19	4		
do. Balances at Debit of Collectors, 31st December, 1856			8755	9	2		
Total, from Customs						98876	11 7
Carried over						11965	14 0

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Brought over</i>				1195514	14	0
		DEDUCTIONS OUT OF THE REVENUE FROM PUBLIC WORKS.						
		<i>Welland Canal.</i>						
	Thomas Parke.....	Salary as Collector of Tolls at Port Colborne, for the year ended 31st December, 1856.....	500	0	0			
	do.....	Fuel, Postages, Stationery, &c., for the do.....	30	14	8			
	Darius Doby.....	Salary as Clerk at Port Colborne, from 1st January to 12th February, 1856, at £156 5s. per annum.....	18	8	1			
	J. W. Verner.....	do as do at do, from 13th February to 31st December, 1856, at do.....	187	16	10			
	A. K. Schofield.....	do as do, from 1st January to 31st May, 1856, at £75 per annum.....	31	5	0			
	J. S. Schofield.....	do as do, from 14th October to 31st December, 1856, at do.....	16	2	7			
	John S. Clark.....	do as Collector of Tolls at Port Dalhousie, for the year ended 31st December, 1856.....	250	0	0			
	do.....	Fuel, Stationery, &c., for do do.....	35	2	9			
	J. Callaghan.....	Salary as Assistant Collector at do, for do.....	187	10	0			
	Andrew Murray.....	do as Collector of Tolls at Port Robinson, for the year ended do.....	180	0	5			
	do.....	Office Rent, Stationery, Postages, &c., for the do.....	11	17	0			
	Samuel Amsden.....	Salary as Collector of Tolls at Port Dunnville, for the year ended do.....	187	10	0			
	do.....	Office Rent at do, for do.....	15	0	0			
	do.....	Fuel, Stationery, Printing, Postages, &c., for the years 1854 and 1855.....	49	7	6			
	William Benson.....	Salary as Collector of Tolls at Port Maitland, for the year ended 31st December, 1856.....	150	0	0			
	do.....	Office Rent at do, for the do.....	25	0	0			
	R. Caley.....	Salary as Collector at the Port of St. Catharines, for the do.....	125	0	0			

			6	10	0			
			7	17	0			
	Thomas Adams.....	Stationery, Postages, &c., for the do.....	8	15	3			
	do.....	For amount paid St. Catharines Gas Company.....	3	4	12			
	H. H. Collier.....	To enable him to pay the Wages of Lock Tenders, &c., on the above Canal, for the year ended 31st December, 1856.....	2	2	2			
	N. Higgins.....	do do for Repairs on the do, for the do.....	14	7	9			
	J. J. Abbey.....	do do do do, during the do.....	6	1	4			
	C. Yale.....	do do do do.....	10	4	8			
	James Proctor.....	do do do do.....	12	10	0			
	A. Delany.....	do do do do.....	22	6	14			
	Eli Marsh.....	do do do do.....	3	17	3			
	Cook & Berriman.....	do do do do.....	1	5	0			
	S. Shickeluna.....	do do do do.....	1	7	6			
	John Brown.....	do do do do.....	8	2	2			
	Boomer, Bros. & Co.....	do do do do.....	0	0	0			
	John O'Connor.....	do do do do.....	6	6	1			
	John Hare.....	do do do do.....	0	0	0			
	John Rea.....	do do do do.....	0	0	0			
	D. Williams.....	do do do do.....	8	0	0			
	A. Morrison.....	do do do do.....	1	8	8			
	J. Hamilton.....	do do do do.....	7	3	10			
	John Blair.....	do do do do.....	4	7	0			
	J. G. Sutherland.....	do do do do.....	0	0	0			
	Joseph Feegan.....	do do do do.....	0	0	0			
	C. S. Phillips.....	do do do do.....	1	1	0			
	S. Smiley.....	do do do do.....	1	1	0			
	E. Gifford.....	do do do do.....	1	1	0			
	S. Amsden.....	do do do do.....	1	1	0			
	D. Leitch.....	do do do do.....	5	1	3			
	W. Marshall.....	do do do do.....	10	1	5			
	Henderson & Schwallien.....	do do do do.....	6	1	7			
	L. McCallum.....	do do do do.....	1	1	7			
	Trucker & Rennie.....	do do do do.....	5	1	1			
	Robert Boothe.....	do do do do.....	0	0	0			
	C. Demare.....	do do do do.....	0	0	0			
		<i>Carried over</i>	27	13	3			
			11			1195514	14	0

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Currency.			Total Currency.					
			£	s.	d.	£	s.	d.	£	s.	d.			
		<i>Lachine Canal—(Continued.)</i>												
	P. C. Racene	Arrears of Increase of Salary for the quarter ended 31st March, 1855	2024	9	6	11512	3	6	27701	18	0	1195514	14	0
	J. White	Salary as Wharfinger at do, for the year ended 31st December, 1856	12	10	0									
	J. Dubreuil	do as Sub-Collector at Lachine, for the do	150	0	0									
	do	Office Rent at do, for the do	230	0	0									
	G. W. Ross	Salary as Clerk at do, for the do	20	0	0									
	Thomas Hewett	To enable him to pay the Wages of Lock Tenders at do, for the do	125	0	0									
	T. A. Begly	To settle Balance of Lachine Canal Commissioners for Maintenance	2131	19	0									
	Thomas Hewett	To do for Repairs at do, during the do	104	9	7									
	B. Chaffey	On account of do at do, during the do	3853	17	3									
	Frothingham & Workman	do Hardware supplied at do, during the do	259	16	0									
	J. Mathewson & Son	do Oil supplied at do, during the do	161	16	7									
	J. Mathewson & Son	do do at do, during the do	99	6	0									
	J. Davidson	<i>Burlington Bay Canal.</i>												
	J. Davidson	Salary as Collector of Tolls, at do, for the year ended 31st December, 1856	9198	3	11				20705	7	5			
	do	Allowance for Clerk at do, for the do	100	0	0									
	do	Stationery, Printing, &c., for the do	25	0	0									
	George Thompson	Salary as Ferryman at do, for the do	917	7	0									
	L. McCallum	On account of Repairs, at do, during the do	60	0	0									
	Thomas Adams	do of do, at do, during the do	2235	11	9									
			99	12	5				2530	1	9			

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Currency.			Total Currency.					
			£	s.	d.	£	s.	d.	£	s.	d.			
		<i>Chambly Canal.</i>												
	H. D'Eschambault	Salary as Collector of Tolls for the year ended 31st December, 1856	210	0	0									
	do	Stationery, Travelling Expenses, &c., for the do	1014	10	0									
	John Brennan	Salary as Sub-Collector of Tolls at St. Johns, for the do	180	0	0									
	do	Fuel, Stationery, Travelling Expenses at do, for the do	614	6	0									
	Thomas Hewett	To enable him to pay the Wages of Lock Tenders at do, for the do	1000	12	3									
	do	do for Repairs at do, during the do	1175	6	0									
	T. A. Begly	do for do at do, during the do	94	6	9									
	Frothingham & Workman	On account of Hardware supplied during the do	915	4	0									
	J. Mathewson & Son	do Oil supplied during the do	27	6	8				2714	16	4			
		<i>Melbourne Bridge.</i>												
	W. Montgomery	Salary as Collector of Tolls, for the year ended the 31st December, 1856												
		<i>Union Suspension Bridge.</i>												
	Jonathan Mossop	Salary as Collector of Tolls, for the year ended the 31st December, 1856	75	0	0									
	S. C. Keir	On account of Repairs, during the do	35	0	0									
		<i>St. Anns Lock.</i>												
	John Barrett	Salary as Collector of Tolls, for the year ended 31st December, 1856	156	5	0									
	do	Expenses incurred in the Conveyance of Deposits, Stationery, &c., for the do	4	0	2									
	Thomas Hewett	To enable him to pay the Wages of Lock Tenders, for the do	194	18	9									
	do	do for Repairs, during the do	31	0	0									
	B. Chaffey	On account of do, during the do	320	0	0									
		<i>St. Ours Lock.</i>												
	J. LeBeauf	Salary as Collector of Tolls, for the year ended 31st December, 1856	100	0	0									
	do	Expenses incurred in the Conveyance of Deposits, for the do	110	0	0									
	Thomas Hewett	To enable him to pay the Wages of Lock Tenders, for the do	231	17	4									
	do	do for Repairs, during the do	992	10	9									
	T. A. Begly	do for Repairs during the do	18	0	4									
		<i>Carried over</i>	1403	18	5				55018	7	5	1195514	14	0

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.			Currency.			Total Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
		1403	18	5	55018	7	5	1195514	14	0
	Frothingham & Workman	6	7	1						
	J. Mathewson & Son	9	17	6						
					1420	3	0			
	E. Massé	473	19	5						
	Duncan Graham	2044	16	3						
	do	87	5	6	2606	1	2			
	G. W. Ranney	25	0	0						
	do	87	15	8						
	do	20	17	7						
	T. A. Begly	13	1	4						
	W. Clarke	87	7	11	234	2	6			
	E. Normand									
	Thomas Hewitt									
	do	1616	1	8						

G. W. Boggs	For Losses sustained as Lessee on London and Port Stanley Road	348	0	8						
H. M. Dunbury	For Salary as Lock Tender at Scugog Lock, for the year ended 30th June 1856	30	0	0						
Robert Murdy	For Damages sustained in consequence of partial destruction of Dunnville Bridge by ice, last spring	20	0	0	2014	2	4			
	<i>Ducs Refunded.</i>									
	At Welland Canal	8	2	0						
	At St. Lawrence Canals	70	10	3						
	App.—Balances outstanding, 31st December, 1856	2384	3	1						
	Off.—Balances outstanding, 31st January, 1856	666	6	5	61871	8	8			
	Total from Public Works				1717	16	8	63089	5	4
	<i>OUT OF THE TERRITORIAL REVENUE BY THE COMMISSIONER OF CROWN LANDS.</i>									
	<i>Surreys—East.</i>									
W. W. O'Dwyer	Balance of the Survey of Grantham and Upton	127	17	6						
D. P. Croteau	do of do of Manton	598	10	5						
C. F. Fournier	do of do of Lafontaine, &c.	617	11	3						
do	On account of do of Pohenaganook	75	0	0						
A. Painchaud	Balance of do of Chabot	200	5	11						
do	On account of do of Percé	100	0	0						
P. L. O'Hanley	Balance of do of Aumond	788	18	3						
P. Desrochers	do of do of Chapais	383	19	10						
R. Gilmour	do of do of Howard	310	1	0						
F. Belanger	On account of do of Cap Chat	500	0	0						
W. McDonald	do of do of Nouvelle	230	0	0						
John Mcagher	For a Plan of do	4	10	0						
	<i>Carried over</i>	3886	14	2				1258603	19	4

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Brought over</i>	4929	9	5	1258603	19	4
		<i>Salaries.</i>						
	Joseph Cauchon	Salary as Commissioner of Crown Lands, from 1st September, 1855, to 31st December, 1856, at £1250 per annum	1666	13	4			
	L. J. Roy	Four months' Salary as Secretary, to 1st May, 1856, at £350 per annum	116	13	4			
	E. A. Genereux	Eight do as Corresponding Clerk and Secretary, from 1st May to 31st December, 1856, at £360 per annum	240	0	0			
	J. Morphy	Twelve do as Registrar, to do	270	0	0			
	William Ford	do do as Accountant, do	409	10	0			
	J. Alley	do do as Assistant do, do	300	0	0			
	C. T. Walcott	do do as do, do	270	0	0			
	F. T. Roche	do do as Clerk, do	218	15	0			
	J. Tohnie	do do as do, do	300	0	0			
	B. Powell	Five do as do, to 31st May 1856, at £187 10s.	78	2	6			
	C. Pope	Salary as Temporary Clerk, from 28th August to 23rd September, 1856, at 10s. per diem	13	10	0			
	D. A. Grant	do as do, 28th August to 31st December, 1856, at do	63	0	0			
	J. V. Gale	do as do, from 11th do to do, at do	56	0	0			
	J. C. Tarbutt	Twelve months' do, as Corresponding Clerk, West, to 31st December, 1856	409	10	0			
	Thomas Hector	Three do as Clerk, to 31st March, 1856, at £373 15s. per annum	93	8	9			
	A. Kirkwood	Nine months' Salary as Clerk, from 1st April to 31st December, 1856, at £218 15s. per annum	164	1	3			
	A. J. Taylor	Twelve do, as do, to do	175	0	0			
	C. Gannon	Salary as Temporary do, from 28th August to do	63	0	0			

W. F. Collins	Twelve months' do as Sales and English Corresponding Clerk, East	402	10	0				
E. A. Genereux	Four do as French do, to 30th April, 1856, at £360 per annum	120	0	0				
T. Hammond	Twelve do as Clerk, to 31st December, 1856	218	15	0				
V. E. Tessier	do do as do, to do	218	15	0				
T. Cherrier	do do as do, to do	218	15	0				
F. D. Dugal	do do as do, to do at 10s. per diem	183	0	0				
F. Chassé	Six do as do, to 30th June, 1856, at do	91	0	0				
William Spragge	Twelve do as Chief Clerk, late Surveyor General's Office, to 31st December, 1856	460	0	0				
T. Hector	Nine do as Clerk, to do, at £373 15s. per annum	280	6	3				
F. A. Hall	Twelve do as do, to do	218	15	0				
A. Kirkwood	Three do as do, to 31st March, 1856, at £218 15s. per annum	54	13	9				
A. Russell	Twelve do as Senior Surveyor and Draftsman, West to 31st December, 1856	460	0	0				
T. Devine	do do as Assistant do, to do	250	0	0				
H. J. Jones	Twelve months' do as Clerk, to do	300	0	0				
J. W. Prendergest	Salary as Extra Clerk, from 1st January to 31st March, at 10s. per diem; and from 1st April to 31st December, 1856, at £200 per annum	195	10	0				
J. H. Bridgland	Salary as do, from 22nd January to do, at £200 per annum	188	17	9				
F. Bannister	do as do, from 28th August to do, at 10s. per diem	63	0	0				
Joseph Bouchette	Twelve months' do as Senior Surveyor and Draftsman, East, to do	460	0	0				
E. T. Fletcher	do do as Assistant do, to do	250	0	0				
G. G. Dunlevie	do do as do, to do	225	0	0				
J. F. Bouchette	do do as do, to do, at 11s. 6d.	210	9	0				
E. Calzac	Salary as do, from 1st January to 31st July, at 8s. 9d.; and from 1st August to 31st December, 1856, at 10s. per diem	169	13	9				
J. B. Raymond	Three months' do as Clerk, to 31st March, 1856	50	0	0				
F. Chassé	Six do Temporary do, to 31st December, 1856, at 10s. per diem	92	0	0				
W. F. Wither	Three do as do to do, at 12s. 6d. do	57	10	0				
	<i>Carried over</i>	1033	14	8				
		4929	9	5				
		1258603	19	4				

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.	Currency.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Salaries.—(Continued.)</i>						
		<i>Brought over.....</i>	1033	14	8	4829	9	5
	W. McD. Dawson	Twelve months' Salary as Clerk of Woods and Forests, to 31st December, 1856, at £460 per annum, including £129 11s. 8d. of Arrears of Salary, from 1st January, 1854.....	369	11	8	1871	17	6
	P. M. Partridge	Salary as Assistant do, from 1st January to 31st March, at 12s. 6d. per diem; and from 1st April to 31st December, 1856, at £250 per annum.....	247	8	9			
	S. P. Beauset	Twelve months' do as Surveyor and Draftsman, to do, at 10s. per diem.....	183	0	0			
	L. A. Robitaille	do as Clerk to do, at do.....	183	0	0			
	C. Lachance	Salary as do, from 11th to 28th October, 1856, at 10s. per diem.....	9	0	0			
	— Steffin	do as Temporary Draftsman, from 2nd to 22nd December, 1856, at do.....	10	10	0			
	J. Bradshaw	Twelve months' Salary as Messenger, to 31st December, 1856.....	93	15	0			
	Georgé. Fisher	do do as do, to do.....	93	15	0			
	J. Innes	do do as do, to do.....	93	15	0			
	E. Dumontier	do do as do, to do, including 20s. on account 1857.....	94	15	0			
	P. Cahill	do do as do, from 1st September to do, at £93 15s. per annum.....	30	19	9			
		Less.—The following amount deducted from Salaries.....	£11960	19	10	11953	11	6
		<i>General Disbursements.</i>	7	8	4			

Senecal & Daniel and others	For Subscription to various Newspapers, during 1856	38	6	0				
L. Saulter & Co.	For Wood and Coals furnished	139	12	6				
J. G. Beard	For do	29	15	0				
Montreal and International/Telegraph Companies								
Toronto Water Company	For Telegraph Notices, &c., during the year 1856	125	1	0				
do Gas Company	For Water furnished during the same	17	10	0				
Desbarats & Derbishire.	For Gas furnished do	22	15	8				
	For Printing done and Stationery, &c., furnished during do	1069	2	4				
O. Côté	For the same	1917	9	11				
Maclear & Co.	For the same and Maps	26	16	5				
Thompson & Co.	For the same	78	17	1				
J. Bealy	For the same	109	6	0				
H. Rowsell	For the same	11	3	0				
H. Hope	For Printing Sale of St. Joseph's Island	10	0	0				
R. Campbell	For the same	10	3	8				
J. Bradshaw, Messenger	For Disbursement incurred on account of the Department, during the year 1856	295	6	2				
George Fisher, do	For the same	30	4	10				
J. Innes, do	For the same	8	14	6				
Joseph Wilson	For Inspecting St. Joseph Island	21	12	6				
C. Unwin	For a Plan of Etobicoke.	1	2	6				
E. Tremblay	For an Agency Book	1	10	0				
S. C. Clark	For a Map of North America, &c.	6	15	0				
N. Casault	For Law Costs	8	19	6				
W. R. Brown	For Toronto Directories	6	0	0				
A. S. Dillon	For Mounting Maps	41	6	9				
John Ellis	For a Brass Plate for Door	12	5	5				
F. Richardson	For Test bottles for Minerals	2	16	0				
John McGee	For Tinsmiths' Work performed	17	10	7				
E. Rouselle	For Package and Cartage, Quebec	1	18	0				
James Adams	For a Fire escape Ladder	7	10	0				
D. G. LaBarr	For Reporting respecting H. Lons, late Agent	8	0	0				
James McPherson	For Copying Sales of A. McPherson's Agency	17	10	0				
A. Lachance and others	For Labour and Repairs	4	17	9				
Wakefield, Coate, & Co.	For Auctioneering Lots on St. Joseph's Island	20	0	0				
	<i>Carried over.....</i>	4114	13	1	16783	0	11	6
								1258603 19 4

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.			Currency.			Total Currency.			
		£	s.	d.	£	s.	d.	£	s.	d.	
		<i>Woods and Forests.—(Continued.)</i>									
		<i>Brought over</i>									
	O. Wells	72	1	0	7458	17	6	69887	19	7	
	G. J. Nagle	236	8	4							
	do	46	8	11							
	do	125	0	0							
	Estate of John H. Torney	10	12	6							
	George Dubeiger										
	F. Deguise	82	6	8	734	6	0	8193	3	6	
	Joseph F. Way	18	8	4							
	Charles J. Dubé	0	1	11							
		142	18	4							
		<i>Crown Domain.</i>									
	Joseph Laurin				156	5	0				
		Fifteen months' Salary as Agent, from 1st October, 1855, to 31st December, 1856, at £125 per annum									

do	Amount of his Commission	38	1	10							
do	Disbursements	57	2	10							
F. Fortier	do of his Commission	142	0	1							
do	do	6	4	6							
Senecal & Daniel	For Advertisements in "La Patrie"	1	13	0							
M. Tessier	For Remission of Rent on Property, at Quebec	29	3	4							
Joseph Laurin	For proportion of Office Salaries, chargeable to this Fund, for the year 1856	206	16	8							
	For furnishing a List of Censitaires on Crown Domain, Quebec, to Seigniorial Commissioners	180	15	0							
					818	11	8				
		<i>Seigniority of Lauzon.</i>									
F. Fortier	For Commission on his Collections	377	16	0							
do	For Disbursements of his Office, including Advertisements	261	14	11							
do	To enable him to pay N. F. Lefrancois, Assistant Aubigny Survey	62	5	3							
F. F. Legendre	On account of the same Survey	315	0	0							
J. B. Legendre	do of the do	325	0	0							
	For proportion of Office Salaries, chargeable to this Service	206	16	8							
					1548	12	10				
		<i>Payments by Warrant.</i>									
S. J. Dawson	For the Improvement of the Piles Road	5272	12	7							
W. McD. Dawson	To enable him to proceed to New Brunswick, to close the business of the Commission upon which he is acting for Canada	80	0	0							
					5352	12	7				
		Total Deductions from Territorial Revenue									
								85800	19	9	
		<i>DEDUCTIONS FROM SEIZURES.</i>									
		<i>Port of Amherstburg.</i>									
Edmund Anderson	For his per centage as Collector	5	2	11							
do	For Assistance and other Expenses	5	10	0							
James Hamilton and others	For their proportion as Seizing Officers	56	11	7							
					67	4	6				
		<i>Carried over</i>									
					67	4	6				
								1844404	19	1	

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E.			Currency.			Total Currency.			
		£	s.	d.	£	s.	d.	£	s.	d.	
					1205	2	0	1344	04	19	1
		<i>Brought over</i>									
		<i>Port of Dundas.</i>									
	W. B. Gwyn	For his per centage as Collector	15	9	4						
	do	For Auctioneer and other expenses	23	18	3						
	do	For his proportion as Seizing Officer	175	18	11						
		<i>Port Dalhousie.</i>									
	John Clark	For his per centage as Collector	9	9	9						
	do	For Auctioneer and other expenses	7	18	5						
	Andrew Murray and others	For their proportion as Seizing Officers	114	17	2						
		<i>Port of Dickinson's Landing.</i>									
	R. K. Bullock	For his per centage as Collector	0	10	2						
	do	For Expenses	1	10	0						
	do	For his proportion as Seizing Officer	5	7	3						
		<i>Port of Dundee.</i>									
	John Cameron	For his per centage as Collector	2	8	6						
	do	For Assistance	0	10	0						
	A. McMillan	For his share as Seizing Officer	30	6	4						
		<i>Port of Dunnville.</i>									
	W. B. Sheehan	For his per centage as Collector	5	9	3						
	do	For Auctioneer and other Expenses	6	15	0						

James Cutler and others	For their proportion as Seizing Officers	64	14	1							
	<i>Port of Elgin.</i>										
A. McMillan	For his per centage as Collector	2	0	10							
P. Carberry and others	For their proportion as Seizing Officers	23	17	6							
	<i>Port of Fort Erie.</i>										
Richard Graham	For his per centage as Collector	10	18	4							
do	For Auctioneer and other Expenses	8	2	7							
O. Schryer and others	For their proportion as Seizing Officers	133	15	3							
	<i>Port of Goderich.</i>										
D. Lawson	For his per centage as Collector	0	14	3							
do	For his Expenses	0	7	6							
do and others	For their proportion as Seizing Officers	8	17	6							
	<i>Port of Hamilton.</i>										
John Davidson	For his per centage as Collector	7	4	2							
do	For Auctioneer and other Expenses	34	0	0							
W. Pring and others	For their proportion as Seizing Officers	71	3	5							
	<i>Port Hope.</i>										
W. F. Whitehead and others	For their proportion as Seizing Officers	327	8	1							
	<i>Port of Kingston.</i>										
James Hopkirk	For his per centage as Collector	0	18	6							
do	For Expenses	0	5	0							
E. McGill and others	For their proportion as Seizing Officers	12	2	4							
	<i>Port of London.</i>										
J. B. Strathy	For his per centage as Collector	28	6	8							
	<i>Carried over</i>	28	6	8							
					76	18	4				
					27	18	4				
					152	16	2				
					9	19	8				
					112	7	7				
					327	8	1				
					13	5	10				
					24	12	17				
					1344	04	19				
					1						

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	S E R V I C E .			Currency.			Total Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
		10	7	11	4006	14	7	18444	04	19 1
	<i>Port of Sarnia.—(Continued.)</i>									
	<i>Brought over</i>									
	<i>Port of Sutton.</i>				62	4	2			
	D. C. O'Brien and others									
	For their proportion as Seizing Officers.....									
	Benjamin Seaton.....	0	4	10						
	Leonard Boright.....	3	0	11						
	<i>Port Stanley.</i>									
	Mathew Child.....	3	5	8						
	do.....	9	6	5						
	Philo. Bennett, and others.....	35	9	4						
	<i>Port Stamford.</i>				48	1	5			
	Gilbert McMicken.....	14	4	5						
	do.....	9	15	5						
	William Leggett, and others.....	173	16	11						
	<i>Port of Stanstead.</i>				197	16	9			
	S. H. Dickerson.....	3	1	0						
	do.....	4	0	0						
	M. Dixon, and others..	36	12	0						
	<i>Port of Toronto.</i>				43	13	0			

		25	11	4						
		11	4	5						
		316	7	8						
					353	3	5			
		4	9	9						
		27	6	1						
					81	15	10			
		8	8	3						
		3	14	9						
		103	19	2						
					116	2	2			
		1	11	0						
		3	0	0						
		18	13	11						
					23	4	11			
		0	10	0						
		0	10	0						
		6	0	8						
					7	0	8			
		0	5	7						
		0	2	10						
		3	9	5						
					3	17	10			
		0	0	3						
		0	0	3						
					4897	0	6	18444	04	19 1

No. 12.—(Continued.)

UNDER WHAT AUTHORITY PAID.	TO WHOM PAID.	SERVICE.		Currency.		Total Currency.		
		£	s. d.	£	s. d.	£	s. d.	
		RECAPITULATION.—(Continued.)						
		<i>Brought over</i>						545845 6 3
		Payments under Acts, Lower Canada						3883 17 11
		do under Acts, Upper Canada						2172 13 6
		do under Acts of the Province						251070 10 9
		do under Estimate, 1850, 13 and 14 Vic. cap. 1						33 4 3
		do under do, 1851, 14 and 15 Vic. cap. 46						136 2 6
		do under do, 1852, 16 Vic. cap. 155						350 0 0
		do under do, 1853, 16 Vic. cap. 156						11565 11 11
		do under do, 1854, 18 Vic. cap. 4						8238 14 9
		do under do, 1855, 18 Vic. cap. 90						25916 9 10
		do under do, 1856, 19 and 20 Vic. cap. 86						398280 9 10
		Amount Invested on account of the Sinking Fund.....						60848 14 5
		DEDUCTIONS.						1050714 13 9
		From Customs Duties.....						98626 11 6
		do Public Works.....						68089 5 4
		do Territorial.....						85800 19 9
		do Fines and Forfeitures.....						5504 19 11
		do Casual Revenue						129 2 6
		do Excise						5568 1 2
								258719 0 8
								£ 1309438 14 0

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

W. CAYLEY,
Inspector General.

No. 13.

STATEMENT of Payments made by the Receiver General of the Province of Canada, between the 1st February and the 31st December, 1856, on Account of the undermentioned Public Works, as provided for in the Estimates of the years 1851, 1852, 1853, 1854, 1855, and 1856, under Acts 14 & 15 Vic., cap. 46; 16 Vic., caps. 155 & 156; 18 Vic., caps. 4 & 90; and 19 & 20 Vic., cap. 86.

UNDER WHAT Acts.	TO WHOM PAID.	S E R V I C E.		Amount.		Currency.				
		£	s. d.	£	s. d.	£	s. d.			
18 Vic. caps. 4 & 90.		<i>Welland Canal.</i>								
		John Brown	For Materials and work done	127	69	13	6			
		John Clyde	do	180	18	5	5			
		Francis Chitley	do	97	5	7	0			
		A. Latimore	do	43	15	0	0			
		Thomas Adams	For work done and Engineer services	197	4	11	6			
		J. W. Harper	Salary for the month of January, 1856, as Clerk in the Department of Public Works	20	16	8	0			
		Robert Smith	For Land damages	6	5	0	0			
		N. Pawling	For Land taken for Canal	150	0	0	0			
		Thomas Parke	For work done	108	16	6	6			
		L. McCallum	For do	70	19	9	0			
				£	154	11	1	11	152	72
			Less.—Received from Thomas Adams for Land sold on the line of the Welland Canal	139	0	0	0		12	72
								1	11	
		<i>S T. L A W R E N C E C A N A L S.</i>								
		<i>Lachine Canal.</i>								
	Thomas Hewitt	For work done, Materials furnished, and Engineer services	1306	17	5					
		<i>Carried over</i>	1306	17	5			152	72	

UNDER WHAT ACTS.	TO WHOM PAID.	S E R V I C E.	Amount.			Currency.		
			£	s.	d.	£	s.	d.
18 Vic. caps. 4 & 90, and 19 & 20 Vic. cap. 86.		<i>Lachine Canal.—(Continued.)</i>						
		<i>Brought over</i>	1306	17	5	15272	1	11
	H. Y. Read	For work done and Materials furnished, as per Contract	3017	11	0			
	Brown & Watson	do	1310	4	3			
	Benjamin Chaffey	do	2305	0	0			
	H. Abbott	do	150	0	0			
	T. Doucet	do	7	6	3			
	George Bathgate	For Professional services	7	0	0			
	J. Sutcliffe	For Services rendered	30	0	0			
		Salary as Foreman of New Works, for March and April, 1856						
		LESS.—Amount received from John Young for Instalment on a lot on the Lachine Canal	8192	19	8			
			217	14	2	7916	5	6
		<i>Beauharnois Canal.</i>						
	George Ellis	To enable him to pay the Salary of the Foreman	119	10	0			
	James Rowe	For work done, as per Contract	8818	19	1			
	Andrew Hodge	do	2580	19	11			
	Benjamin Chaffey	do	2808	0	0			
	Wilson, Jack, and Hughes	do	797	14	2			
	Thomas A. Regly	To pay sundry Accounts connected with the same	46	1	3	15166	4	5
		<i>Cornwall Canal.</i>						
	Benjamin Chaffey	For work done, as per Contract	4676	0	0			
	George Bathgate	For Services rendered	310	0	0	4679	10	0
		<i>Williamsburg Canal.</i>						

Hemenway & Rowe	For work done and Materials furnished, as per Contract	1265	9	2				
Benjamin Chaffey	do	782	0	0				
William Elliott	do	286	9	0				
A. McMillan	do	66	15	5				
	To pay Engineer services				2400	13	7	
	<i>Junction Canal.</i>							
A. McMillan	For work done, Materials furnished, Engineer services, &c.	535	18	0				
Andrew Elliott	do	12628	0	0				
C. D. Shanly	Salary for January, as Clerk in the Department of Public Works	27	10	0				
G. F. Ballargé	Balance of do as	75	0	0				
C. Alley	For Professional Services in re. Counter vs. the Government.	38	6	6				
	<i>General Expenditure.</i>				13299	14	6	
John Rankin	For Work done on the St. Lawrence Canals	1886	0	0				
George Ellis	do	80	16	3				
Andrew Elliott	do	1281	0	0				
Thomas Hewitt	To pay Engineer Establishment	105	10	3				
A. McMillan	do J. K. Creed, Foreman, for December, 1855; and Travelling Expenses, from 9th June to 9th December, 1855	28	15	0				
J. F. McDonald	Four months' Salary as do, to April, 1856	110	0	0				
John Page	On account of Salary for December, 1855, including Travelling Expenses	81	6	6				
Joseph Guy	Salary for month of January, 1856, as Clerk, Department of Public Works	20	16	8				
James Beatty	For Advertising	2	18	0				
	<i>St. Lawrence and Lake Champlain Canal.</i>				3497	2	8	
Thomas Hewitt	To pay Engineer Establishment	185	0	2				
Samuel Gamble	For Work done	776	14	5				
	<i>Ottawa Works.</i>				961	14	7	
N. S. Blasdel	For work performed and Materials furnished	65	6	1				
N. Burwash	do	864	18	4				
Young, Winn & Co.	do	75	10	11				
	Carried over	1005	15	4				
					68198	7	2	

No. 13.—(Continued.)

UNDER WHAT ACCS.	TO WHOM PAID.	S E R V I C E.	Amount.			Currency.		
			£	s.	d.	£	s.	d.
18 Vic. caps. 4 & 90, and 19 & 20 Vic. cap. 86.		<i>Erection of Light Houses, Canada West.—(Continued.)</i>						
		<i>Brought over</i>	11362	3	0	103869	14	11
	C. W. Heath	Salary as Paymaster, Department of Public Works, for December, 1855	33	6	8			
	R. Francis	do as do, do, from 8th August to 8th November, 1855	77	10	0			
	Thomas Godfrey	do as Foreman of Works at Saugeen, to 1st November, 1855	69	7	6			
	John Page	Balance of do and Travelling Expenses, as Engineer	71	3	0			
	J. F. Bradshaw	To transmit by Bill of Exchange to L. Sautler & Co., of Paris, for Lanterns, &c., for Light Houses	7612	4	5			
	Thomas G. Ridout	For do do	3244	5	3			
	L. Sautler & Co.	To pay Charles Stokes, of Paris, for Lanterns, Lenses, &c.	580	0	0			
	John Montague	For do do	235	11	4			
	S. Derbshire	For Light House Apparatus	2972	6	9			
	F. Bâby	For Freight Charges, &c., of do from Havre to Toronto	2600	0	0			
	F. Buteau	For Insurance on do from do to do	316	8	7			
	H. Rowsell	For Stationery	5	1	0	29545	3	10
		<i>Light House, Point Pelee Reef.</i>						
	G. Bathgate	For Work done	6	0	0			
	C. W. Heath	For do	1374	14	3			
	William Scott	For do and Sundries	479	3	4			
	William Sheely	For do	15	8	9			
	Jackson & Wiley	For Rail Trucks and Rollers	127	12	0			
	T. & J. Hinchman	For Rope furnished	11	10	4			
	J. B. Wayne & Co.	For Sundries	863	4	0			
	Hiram Cook	For Timber	248	17	0			
	A. Casner	For do	193	8	9			

B. B. & W. B. Noyes	For Sundries	50	11	10				
E. R. Deming	For Planks and Nails	65	16	10				
James Edwards and others	For Lumber	134	8	0				
S. Dustin	For Towing do	206	5	0				
W. Spurbuck	For Rafting do	13	15	0				
					3290	15	1	
F. Baby	For Work done and Materials furnished for Construction	22808	17	3				
Thomas G. Ridout	For a Bill of Exchange to remit to L. Sautler & Co., of Paris, Balance of Account for Light House Apparatus	4420	0	0				
O. Rouillard	Six months' Salary as Foreman at Forteau Bay Light House, from November, 1855, to April, 1856	54	0	0				
Michel Patry	do as do, at Belle Isle, to 19th May, 1856	45	0	0				
P. Laurencel	Salary as do, at Cape Rosier	20	0	0				
J. B. Derome	do as do, for February, 1856	6	5	0				
A. Larue	do as Light House Keeper, at Anticosti	75	0	0				
P. Gauvreau	For Salary for November, 1855, including certain Services	56	2	6				
					27485	4	9	
F. Baby	For work done and materials furnished for the construction	18002	5	1				
P. Gingras	Salary as Foreman, Rivière du Loup Pier, from 1st October, 1855, to 31st July, 1856	241	10	0				
Joseph Rosa	do as do	32	10	0				
F. Primeau	do as do, Rimouski Pier, from 1st October, 1855, to 31st January, 1856	82	7	6				
P. Gauvreau	do and Travelling Expenses, from December, 1855, to January, 1856	114	0	0				
J. T. Brousseau	For Stationery furnished	11	9	9				
T. A. Begly	To pay for work done at Rivière du Loup Pier	32	10	0				
B. Derome	Salary as Foreman, for December, 1855, and January, 1856	12	10	0				
R. Savard	For work done at Etablissement Pier	14	14	6				
A. Guay	For do at Mal Bate Pier	24	4	9				
					18568	1	7	
					78889	5	3	103869
								14
								11

Carried over

UNDER WHAT ACTS.	TO WHOM PAID.	S E R V I C E.	Amount.			Currency.		
			£	s.	d.	£	s.	d.
4 & 5 Vic. cap. 18, 18 Vic. caps. 4 & 90, and 19 & 20 Vic. cap. 86.	E. Normand E. Michon & Co. Wm. Quinn. Frothingham & Work- man. S. J. Dawson Thomas Hewitt H. H. Killaly St. Maurice Lumber Company Middleton & Dawson	<i>St. Maurice Works.</i> —(Continued.) <i>Brought over</i> For Work done, Engineer Services, Materials, &c. For Chains, &c. For do and Freight For Iron, &c., and do For Salary, from December, 1855, to November, 1856 For Travelling Expenses For do, from 1851 to 1856 For Work performed For Advertising	3192	1	5	2252	10	12
			4308	14	6			
	W. Spier & Son N. Shaw A. Larue G. Fiset C. Pierce John Young J. R. Bronsden Mary Grant W. H. Ward James Kerr T. A. Begly J. T. Brousseau	<i>Arbitrations.</i> For Services on Arbitrations For do For do and Travelling Expenses, Beautharnois Claims For do For do To pay John Black, amount of Judgement of Black vs. Department of Public Works For Costs in this Suit For Services on do For Damages, Welland Canal For do to his Saw Mill For Land taken To pay for Damages on Beautharnois Canal, &c. For Stationery	36	10	0	27	0	0
			365	18	10	22	0	0
			438	1	1	148	11	10
			27	0	0	210	0	0
			225	0	0	125	0	0
			187	18	10	19	5	0

F. P. Rubidge	For Travelling Expenses on account of Brewster's Claim	12	0	0	1788	5	7
James Rigney	<i>Seugoy Lock and Bridge.</i> For work done and Materials furnished	8166	5	6			
do	To pay for Steam Pumps and Freight	601	13	7			
do	For Travelling expenses	42	10	0			
H. Rowsell	For Stationery	5	11	8			
F. C. Gronne	For Salary and Travelling expenses, from 1st December, 1855, to 31st October, 1856	375	0	0			
F. P. Rubidge	For Travelling expenses	7	5	0	9198	5	9
Thomas Maxwell	<i>S U R V E Y S.</i> <i>St. Lawrence Rapids.</i> For Services in examining these Rapids				48	16	0
D. Graham	<i>Ottawa.</i> For work done and pay of Establishment	1854	9	2			
W. Shanly	On account of expenses of Survey	1850	0	0			
C. E. Williams	For Sundries	65	1	2	3469	10	4
John Page	<i>Surveys, East and West, and Contingencies.</i> For Salary and Travelling expenses for one third of month of January, 1856	23	16	8			
J. A. Snow	For Professional services	85	15	0			
Cumberland & Storm	For do	7	10	0			
J. F. McDonald	For Salary for January, 1856	30	0	0			
C. W. Heath	To pay certain accounts in connection with the same	50	3	10			
P. Gauvreau	For Travelling expenses	22	10	0			
G. E. Lindsey	For Services rendered	12	15	0			
W. B. Swift	For do	62	18	2			
	<i>Carried over</i>	295	3	8	18808	12	2
					2252	10	12

No. 14.

STATEMENT of the Revenue arising from the Estates of the late Order of Jesuits, during the year 1856, and transferred to Lower Canada Superior Education Fund, as authorised by Act 19 Vic. cap. 94.

TO WHOM PAID.	EXPENDITURE.	CURRENCY.			RECEIPTS.			CURRENCY.		
		£	s.	d.	£	s.	d.	£	s.	d.
	To Balance from Statement No. 13, of last year.	5500	16	11				2803	15	0
	To amount carried to the Credit of Lower Canada Superior Education Fund, as authorised by Act 19 Vic. cap 94	1076	15	10				3773	17	9
	Total, Currency.....£	6577	12	9				6577	12	9

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 17.

STATEMENT of the Amount of Fees received on Marriage Licenses, during the year 1856, in Canada West.

EXPENDITURE.	Currency.			RECEIPTS.			Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
To Amount carried to next year	29284	10	5				29284	10	5
				By Balance from Statement No. 17, of last year...	6551	0	6347	4	10
				By Amount of Fees received on 6551 Marriage Licenses, at £1 each	203	15	29284	10	5
				LESS.—Proportion for Printing and Postages					
Total, Currency	£			Total, Currency	£				
				By Amount brought down			29284	10	5

INSPECTOR GENERAL'S OFFICE,
 Toronto, February, 1857.

W. CAYLEY,
 Inspector General.

STATEMENT of the Monies received from the Rate or Duty imposed by Act 16 Vic. cap. 86, on Passengers or Emigrants arriving at the Ports of Quebec or Montreal, and the sums paid thereout for providing Medical Assistance, and enabling Indigent Persons of that description to proceed to the place of their destination, during the season of the Navigation of the year 1856, including also the Expenses of Quarantine at Grosse Isle and Quebec.

TO WHOM PAID.	EXPENDITURE.	Currency.		RECEIPTS.	Currency.	
		£	s. d.		£	s. d.
	To Balance from Statement No. 18 of last year			By Amount of Tax received by the Collector of Quebec, during the season of 1856 £4852 8 9		
A. C. Buchanan	On Account of the Emigrant expenses during the year 1856 ..	4801	3 1	LESS.—The following sum for Boat hire and other services, as authorised by the Commissioner of Customs	250	0 0
do	do of the Quarantine do at Grosse Isle and Quebec, do.	2400	0 0			
Messrs. Nault & Roy ..	Amount of their Salaries and Disbursements as Inspecting Physicians at Quebec, during the season of 1856	388	6 2			
G. St. Pierre	For work done at Grosse Isle	717	14 4			
Reverend G. F. Casault.	To enable him to pay for Horse and Carriage expenses of a Roman Catholic Missionary at Grosse Isle, during the season of 1856	22	0 2		4602	3 9

Reverend A. N. Moun- tain	For the pay of do do, as Protestant Chaplain at Grosse Isle, during 1855	16	18 6	By amount of Tax received by the Collector of Montreal, during the season of 1856	22	1 3
Reverend W. V. Lloyd.	do of do as do, during 1856	22	0 2			
Philip Wells	Balance of the expenses of the Marine and Emigrant Hospital, for 1855	£597	3 9	By this sum voted in the Estimate of 1856, being the balance at debit of this account in 1855 ..	2781	3 3
do	On account of the same for 1856	500	0 0			
Reverend H. Hopo	For the purchase of 600 copies of Mrs. Trull's work "The Female Emigrant's Guide"	100	0 0	By do in do, to meet the expenses of the present year ..	3000	0 0
A. C. Buchanan	For this sum advance to Captain Blais for carrying Passengers of Ship "Pallas" from St. Pauls Island to Quebec	100	0 0	By Balance carried to unprovided statement of this year, marked A		
F. Baby	On account of Steamboat service in connection with Grosse Isle, in 1856	1350	0 0			
P. L. Gauvreau	Salary as Foreman, Grosse Isle, repairs for February, 1856	81	2 6			
	Total, Currency	£	11046 8 8	Total, Currency	£	18777 11 11

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 19.

STATEMENT of the Tonnage Duties collected at the Port of Quebec, during the year 1856, under Act 14 & 15 Vic., cap. 25, and appropriated towards defraying the Expenses of the Quebec River Police.

TO WHOM PAID.	EXPENDITURE.	CURRENCY.			R E C E I P T S .			CURRENCY.		
		£	s.	d.	£	s.	d.	£	s.	d.
John Maguire, Inspector and Superintendent of Police, Quebec...	By Balance brought from last year, as per Statement No. 19	221	1	10				1566	17	6
	Amount of the Pay and Contingent Disbursements of the Force, for the Season of 1856	2268	14	5						
	To Balance carried to next year	67	7	9				20	4	8
	Total, Currency	2557	4	0	221	1	10	971	1	10
					750	0	0	2557	4	0
	Total, Currency	2557	4	0				67	7	9
	By Balance brought down									

W. CAYLEY,
Inspector General.

No. 20.

A SCHEDULE of Consolidated Municipal Debentures Issued under the authority of the Act 16 Vic., cap. 22, prior to 31st December, 1856, the same bearing Interest at 6 per cent. per annum, on account of the several Municipalities hereunder enumerated.

NAMES OF MUNICIPALITIES.	Amount Currency.			Amount Currency.		
	£	s.	d.	£	s.	d.
Amount per Public Accounts, 1855, No. 35, to the 31st January, 1856				1480166	13	4
Counties of Northumberland and Durham	38000	0	0			
do of Lanark and Renfrew	*151332	13	4			
Town of Brockville	† 75666	6	8			
Village of Chippawa	1500	0	0			
Township of Woford	‡ 24990	13	4			
				291498	13	4
Total, Currency			£	1771665	6	8

* This includes £124,000, Sterling Debentures.

† This do £62,000, do do.

‡ This do £20,500, do do.

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1856.

STATEMENT of the Consolidated Municipal Loan Sinking Fund, Upper Canada, constituted under the authority of Act 16 Vic, cap. 22, shewing the Amount received from the several Municipalities, as also, the Expenses payable therefrom, up to 31st December, 1856.

P A Y M E N T S.	C u r r e n c y.		R E C E I P T S.	C u r r e n c y.	
	£	s. d.		£	s. d.
To Salary to L. F. Dufresne, for one year ended 31st December, 1856, for keeping the Books connected with the Municipal Loan Account.....	250	0 0	By Balance as per Public Accounts No. 36, up to 31st January, 1856	27542	5 0
To this Amount paid Messrs. Rawdon, Wright, Hatch and Edson, Bank Note Engravers, New York, for Blank Debentures furnished	60	6 0	By the following sums, received from the Treasurers of the several Municipalities hereunder enumerated, on account of Interest at 2 per cent. on Municipal Loan Debentures, applicable to the purpose stated in the Act above referred to:—		
			City of London, on £50000, from 1st July, 1855, to 1st July, 1856	1000	0 0
			do of do, on £43850, from 24th November, 1855, to do	599	16 1
			do of Ottawa, on £50000, from 1st July, 1854, to 1st January, 1855	500	0 0
			do of do, on do, on account, from 1st January to 1st July, 1855	272	12 7
			Town of Niagara, on £55000, from 1st July, 1855, to 1st January, 1856	550	0 0
			do of do, on £15000, from 11th September, 1855, to do	92	1 1
			do of do, on £70000, on account, from 1st January to 1st July, 1856	270	4 0
			do of Belleville, on £5000, from 1st January, 1855, to do	912	5 1
				150	0 0
				1829	16 1
				772	12 7

P A Y M E N T S.	C u r r e n c y.		R E C E I P T S.	C u r r e n c y.	
	£	s. d.		£	s. d.
To Balance carried down	4707	17 5	do of Cornwall, on £3000, from do, to 1st January, 1856	60	0 0
			do of Brockville, on £2433 US. \$c., from do, to 1st July, 1856	730	0 0
			do of Guelph, on £20000, from 11th September, 1855, to 1st January, 1856	122	14 9
			do of do, on do, on account, from 1st January to 1st July, 1856	171	16 4
			do of St. Catharines, on £37500, from 1st July, 1855, to 1st January, 1856	375	0 0
			do of do, on £10000, from 21st July, 1855, to do	89	17 3
			do of do, on £47500, from 1st January to 1st July, 1856	475	0 0
			do of Barrie, on £3000, from do to do		
			do of Chatham, on £25000, from 1st January, 1856, to 1st January, 1857		
			do of Simcoe, on £25000, from 1st January, 1855, to 1st January, 1856	500	0 0
			do of do, on account, from 1st January to 1st July, 1856	120	9 0
			do of Woodstock, on £25000, from 1st January, 1855, to 1st January, 1856	500	0 0
			do of do, on do, on account, from 1st January to 1st July, 1856	247	15 6
			do of Dundas, on £13000, from 1st January to do		
			do of Brantford, on £125000, on account, from 1st January to do	747	15 6
			do of Cobourg, on £100000, on account, from 1st July, 1854, to 1st January, 1855	130	0 0
			do of Goderich, on £25000, on account, from 1st January to 1st July, 1855	402	11 10
			do of Prescott, on £25000, on account, from 1st January to 1st January, 1855	370	0 9
			do of Port Hope, on £215000, on account, from 1st July 1855, to 1st January, 1856	171	16 4
			Township of Elizabethtown, on £12166 13s. 4d., from 1st January, 1855, to 1st July, 1856	283	13 5
				377	12 8
				365	0 0
				368	6 7
				368	6 7

Carried over

Carried over

No. 21.—(Continued.)

P A Y M E N T S.	CURRENCY.			R E C E I P T S.	CURRENCY.			CURRENCY.		
	£	s.	d.		£	s.	d.	£	s.	d.
<i>Brought over</i>	47881	3	5	<i>Brought over</i>	30	4	3	47147	18	6
				For amount of Interest at 6 per cent. on arrears of Interest at 8 per cent., due by Townships of Elizabethtown and Canboro', to 1st January, 1856.						
				For do, by Counties of Lanark and Kenfrew, to do	10	15	8			
				For do, by Village of Chippawa, to do	21	0	9			
				For do, by Town of Belleville and Township of Canboro, to 1st January, 1857	3	16	3			
				For Contingencies reimbursed by Towns of St. Catharines, Belleville, Barrie, Chatham and Dundas	6	0	9	71	17	8
				For do by Townships of Elizabethtown, Moulton and Sherbrooke, Wainfleet, Brantford and Bertie	60	9	0			
				For do do by County of Grey and Village of Chippawa	93	11	6			
					7	6	9	161	7	3
Total, Currency	£	47881	3	Total, Currency			£	47881	3	5
				By Balance brought down			£	47070	17	5

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 22.

A STATEMENT shewing the Receipts and Payments on account of Interest on the Consolidated Municipal Loan Debentures, Upper Canada, issued under authority of Act 16 Vic. cap. 22, up to 31st December, 1856.

P A Y M E N T S.	Currency.		R E C E I P T S.		Currency.		Currency.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
To Balance as per Public Accounts, No. 87,								
to 31st January, 1856	50850	3 2			3000	0 0		
To Amount paid to the holders of the out-					1589	8 3		
standing Municipal Loan Debentures,							4589	8 3
on account of Interest thereon, up					1500	0 0		
to the 31st December, 1856, at 6					817	17 11		
per cent	59855	10 7					2317	17 11
					1650	0 0		
					276	3 4		
					810	12 4		
							2736	15 8
							450	0 0
							180	0 0
							2190	0 0
					368	4 5		
					515	9 0		
							888	13 5
<i>Carried over</i>	£ 110705	13 9					13947	15 3

Carried over

Carried over

No. 22.—(Continued.)

P A Y M E N T S.	Currency.		R E C E I P T S.	Currency.		Currency.		
	£	s. d.		£	s. d.	£	s. d.	
<i>Brought over</i>	110705	13 9						
Town of St. Catharines, on £37500, from 1st July, 1855, to 1st January, 1856					1125	0 0	13347	15 3
do of do, on £10000, from 21st July, 1855, to do.					269	11 9		
do of do, on £47500, from 1st January to 1st July, 1856					1425	0 0		
do of Barrie, on £3000, from do to do							2819	11 9
do of Chatham, on £25000, from 1st January, 1856, to 1st January, 1857							90	0 0
do of Simcoe, on £25000, from 1st January, 1855, to 1st January, 1856							1500	0 0
do of do, on £25000, on account, from 1st January to 1st July, 1856					1500	0 0		
do of Woodstock, on £25000, from 1st January, 1855, to 1st January, 1856					361	7 2	1861	7 2
do of do, on do, on account, from 1st January to 1st July, 1856							1500	0 0
do of Dundas, on £13000, from 1st January to do							743	6 8
do of Brantford, on £125000, on acc unt, from 1st January to do								
do of Cobourg, on £100000, on account, from 1st July, 1854, to 1st January, 1855								
do of Goderich, on £25000, on account, from 1st January to 1st July, 1855							1207	15 8
do of Prescott, on £25000, on account, from 1st January to 1st January, 1855							1110	2 4
do of Port Hope, on £215000, on account, from 1st July, 1854, to 1st January, 1855							515	9 0
do of Elizabethtown, on £12166 13s. 4d., from 1st January, 1855, to the 1st July, 1856							701	0 3
							1192	18 1
							1095	0 0

P A Y M E N T S.	Currency.		R E C E I P T S.	Currency.		Currency.		
	£	s. d.		£	s. d.	£	s. d.	
<i>Brought over</i>	110705	13 9						
do of Stanley, on £2500, from 1st January, 1856, to the 1st January, 1857							150	0 0
do of Moulton and Sherbrooke, on £5000, from do to do.							300	0 0
do of Carboro', on £2000, from do to 1st July, 1856							60	0 0
do of Middleton, on £1250, from do to do							37	10 0
do of Wainfleet, on £5000, from do to 1st January, 1857.							300	0 0
do of Norwich, on £50000, from 1st July, 1855, to 1st January, 1856								
do of do, on do, on account, from 1st January to 1st July, 1856					3000	0 0		
do of Woodhouse, on £20000, from 1st July, 1855, to 1st January, 1856					1050	8 8		
do of do, on do, on account, from 1st January to 1st July, 1856							1200	0 0
do of Windham, on £25000, from 1st July, 1855, to 1st January, 1856							597	18 6
do of do, on do, on account, from 1st January to 1st July, 1856					1500	0 0		
do of Bertie, on £10000, from 1st January, 1856, to 1st January, 1857					537	3 1	2037	3 1
do of Brantford, on £12500, from 1st January to 1st July, 1856							600	0 0
do of Ops, on £20000, from 1st July, 1855, to 1st January, 1856							375	0 0
do of do, on do, on account, from 1st January to 1st July, 1856					600	0 0		
County of Hastings, on £29000, from 1st May, 1855, to 1st January, 1856							636	19 9
do of Lanark and Renfrew, on £48666 13s. 4d., balance due from 1st January to 1st July, 1855							1184	1 1
do of do, on do, from 1st July, 1855, to 1st July, 1856							365	0 0
do of Grey, on £4000, from 1st January, 1856, to 1st January, 1857							2920	0 0
do of Huron, Perth, and Bruce, on £127000, on account, from 1st July, 1854, to 1st January, 1855								
							3285	0 0
							240	0 0
							3375	0 0
<i>Carried over</i>	110705	13 9					46443	7 8

No. 22.—(Continued.)

P A Y M E N T S.	C u r r e n c y.			R E C E I P T S.	C u r r e n c y.			C u r r e n c y.						
	£	s.	d.		£	s.	d.	£	s.	d.				
<i>Brought over</i>	110705	13	9											
County of Perth, on £22000, on account, from 1st July, 1855, to 1st January, 1856												46448	7	3
do of Lambton, on £4000, from 1st January, 1856, to 1st January, 1857												375	0	0
do Oxford, on £5000, from do to 1st July, 1856												240	0	0
do of Essex, on £9000, from do to do												150	0	0
do of Northumberland and Durham, on £68000, from do to 1st January, 1857												240	0	0
do of do, on £5000, from 16th April, 1856, to do							4080	0	0					
do of do, on £5000, from 10th May, 1856, to do							212	9	4					
do of do, on £7700, from 1st June, 1856, to do							192	14	10					
do of do, on £2300, from 1st July, 1856, to do							268	19	5					
do of Elgin, on £20000, from 1st January to 1st July, 1856. Village of Chippawa, on £5000, from 1st July, 1855, to do							69	0	0			4823	3	7
do of Paris, on £10000, from 1st January, 1856, to 1st January, 1857												600	0	0
do of Stratford, on £25000, on account, from do to 1st July, 1856												300	0	0
By Balance carried down												600	0	0
Total, Currency	£	110705	13	9								259	7	1
												54080	17	11
												56674	15	10
To Balance brought down	£	56674	15	10								110705	13	9

W. CAYLEY,
Inspector-General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 23.

A SCHEDULE of Consolidated Municipal Debentures, Lower Canada, paid under the authority of the Act 16 Vic., cap. 22, and 18 Vic., cap. 13, prior to the 31st December, 1856, the same bearing Interest at Six per cent. per annum, on account of the several Municipalities hereunder enumerated.

NAMES OF MUNICIPALITIES.	Amount Currency.			Amount Currency.		
	£	s.	d.	£	s.	d.
Amount per Public Accounts, 1855, No. 88, to the 31st January, 1856				171000	0	0
Town of Sherbrooke	20000	0	0			
Township of Acton	6000	0	0			
do of Roxton	7500	0	0			
do of Lingwick	2500	0	0			
Village of St. Johns	5000	0	0			
do of Huntingdon	1750	0	0			
do of Varennes	500	0	0			
				43250	0	0
Total, Currency			£	214250	0	0

W. CAYLEY,

Inspector General,

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 25.

STATEMENT of Banks acting under the Act 13 and 14 Vic., cap. 21, from January 1st, 1856, to December 31st, 1856.

NAMES OF BANKS	Capital, being Provincial Debentures deposited with the Receiver General.		Amount of Notes outstanding registered, countersigned and delivered to Banks, by Inspector General.		Circulation.		Liabilities, including Circulation.		Assets.		Expense of Registration for the year 1856.
	January 1st, 1856.	December 31st, 1856.	January 1st, 1856.	December 31st, 1856.	January 1st, 1856.	December 31st, 1856.	January 1st, 1856.	December 31st, 1856.	January 1st, 1856.	December 31st, 1856.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
* Bank of British North America	692888.33	692888.33	679000.00	377765.00	377765.00	377765.00	377765.00	377765.00	682888.33	191.00	
+ Zimmerman Bank	160000.00	109800.00	160000.00	109800.00	109800.00	109800.00	109800.00	109800.00	109800.00	50.15	
+ Niagara District Bank	200000.00	76000.00	199997.00	76000.00	76000.00	311045.98	76000.00	76000.00	76000.00	50.00	
+ Molson's Bank	200000.00	26000.00	199179.00	14761.00	14761.00	97329.00	14761.00	14761.00	59227.37	50.00	
Provincial Bank	.....	120000.00	.....	120000.00	120000.00	.....	180588.76	.....	250588.76	209.99
Bank of County of Elgin	.....	100000.00	.....	79950.00	79950.00	.....	108308.38	.....	204466.20	143.00
Total	\$ 1242888.33	\$ 1114638.33	\$ 1288176.00	\$ 778276.00	\$ 778276.00	\$ 538580.00	\$ 812168.14	\$ 568874.98	\$ 1067888.67	\$ 694.14	

* Bank of British North America, incorporated previous to this Act, and therefore not required to furnish Statements, but has furnished them for the year 1856.
 † Thus marked, also acting under Charter, and withdrawing their Notes issued under this Act.
 ‡ This Sum is placed to credit of Casual Revenue, for 1856, excepting \$284, which being paid in since this account was closed, will appear in the Public Accounts for 1857.

(Signed,) JOHN LANGTON, Auditor.
 W. CAYLEY, Inspector General.
 INSPECTOR GENERAL'S OFFICE, Toronto, February, 1857.

No. 26.

RIDEAU and OTTAWA CANALS in account with the PROVINCIAL GOVERNMENT of CANADA, on the 31st December, 1856.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance	226	9	2	By Works and Repairs	4448	12	1
To Warrants	11185	0	0	By Storekeeper	742	3	4
To Tolls	2494	1	4	By Clerks of Works	522	14	6
To Wharfrage and Wintering	70	17	5	By Wages	4928	17	6
To Damages	23	15	7	By Allowance in lieu of Rations	65	1	2
To Rent	62	7	6	By Lodging allowance	181	15	9
				By Travelling	47	15	2
				By Postage	18	15	8
				By Miscellaneous	117	14	4
				By Receiver General	2651	1	10
				By Balance	287	19	8
Total, Currency	14012	11	0	Total, Currency	14012	11	0

(Signed,) JOHN LANGTON,
Auditor.

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 27.

THE TRINITY HOUSE, QUEBEC, in account with the GOVERNMENT of CANADA, for the Year 1856.

Dr.		£		s.		d.		Cr.		£		s.		d.	
To Balance on hand, 1st January, 1856							5		By Salaries to Trinity House Officers	2548	4	5			
To Warrants							6		By Salaries to Light House Keepers	1335	0	4			
To Sale of refused Oil							0		By Pensioners	462	10	0			
To Sale of Anchors and Chains	60	17	8				0		By Harbour Office	312	7	7			
To Sale of Anchors and Chains last year	30	18	11						By Oil for Light Houses, &c.	1819	18	6			
To Sale of Light Ship	5	0	0						By Light Houses Contingencies	707	14	3			
To Sale of Provisions to F. Baby	56	6	10						By Light Ship, construction, &c.	1456	5	8			
To Fees from Pilots	45	0	0						By Light Ship, Navigation of	455	0	0			
	26	0	2						By Light Ship, Contingencies	275	5	9			
							2		By Buoy	219	12	10			
									By Contingencies	674	2	8			
									By Bonds and Interest	548	15	4			
									By Cash to credit of Receiver General	750	0	0			
									By Balance on hand, 31st December, 1856						
Total, Currency									Total, Currency						
										11064	17	4			
										1486	12	3			
										12551	9	7			

* Of this amount £1250 was charged in the Public Accounts of 1855, the Payment having been made in January, 1856.

(Signed,) JOHN LANGTON, Auditor.

W. CAYLEY, Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

TO WHOM PAID.	S E R V I C E.			C u r r e n c y.			T o t a l C u r r e n c y.			R E C E I P T S.			C u r r e n c y.			T o t a l C u r r e n c y.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
				2437	8	1	15621	18	2				10099	18	8	3825	5	9
E. A. Genereux			<i>Brought over</i>															
			Amount of his Salary and Disbursements as Clerk of the Peace, Three Rivers, from 1st January to 15th March, 1856	85	0	0												
L. U. A. Genest			do as do, at do, from 16th March to 30th September, 1856	288	14	9												
			<i>Joint Prothonotaries, Clerks of the Circuit Court, of the Crown and Peace.</i>				2811	2	10									
Short & Morris			Amount of the Salaries and Disbursements of the several Offices, St. Francis, for year ended 30th September, 1856, including the Salary of the Crier	979	9	3												
Amie Lafontaine			do of do do, as do, including Ottawa, for do, including do	532	0	0												
Chalou & Déry			do of do do, as do, including Kamouraska, for do, including do	610	17	0												
John Wilkie			do New Carlisle (Gaspé), for 6 months ended 30th June, 1856, at £150 per annum, including															

Representatives of late George F. Tremblay			the Salary of the Crier, from 1st January, 1855, to do, at £75 per annum	187	10	0												
Peter Winter			Balance of do as do do, Percé, from 1st October to 23rd November, 1855, at £150 per annum	32	0	3												
			Amount do do as do, at do, from 29th January to 30th September, 1856, at £150 per annum, including the Salary of the Crier, from 1st January, 1855, to do, at £25 per annum	154	14	0												
J. U. Beaudry			<i>Clerk of the Court of Appeals.</i>				2496	10	6									
Lelievre & Angers			Amount of the Salaries and Disbursements of his Office, for 9 months ended 30th September 1856				446	1	7									
Angustin Côté			Balance of the Expenses towards Compiling and Publishing the Decisions of the Tribunals in Lower Canada, for 1855	150	19	0												
			For Printing part of the decisions (des Tribunaux du Bas Canada)	70	6	3												
			Total Currency				221	5	3									
							21596	18	4									

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 29.

STATEMENT showing the Amount of Surplus Fees received from the Treasurers of the several Counties in Upper Canada, under the Acts 8 Vic. cap. 13, and 13 & 14 Vic. cap. 53, during the year 1856; and also the Deficiency of said Fund chargeable to Consolidated Revenue, as directed by said Acts.

TO WHOM PAID	P A Y M E N T S.	C u r r e n c y .			T o t a l C u r r e n c y .			R E C E I P T S .			C u r r e n c y .			T o t a l C u r r e n c y .		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Daniel O'Connor	Treasurer, County of Carleton, being to make up the deficiency of the Fund for paying the Salary of the Judge, for the year ended 30th June, 1856.	88	4	2												
Henry Black	do do Elgin, do, for do.	133	0	9												
George Bullock	do do Essex, do, for do.	306	18	3												
Frederick LePann	do do Grey, do, for do.	287	14	0												
A. P. Farrell	do do Haldimand, do for do.	122	1	10												
George Brown	do do Halton, do for do.	145	13	1												
George Brown, junior	do do Huron and Bruce, do, for the half year ended 31st December, 1856.	376	4	11												
Alexander Charteris.	do do Kent, do, for the year ended 30th June, 1856.	146	17	6												
Alexander Vidal	do do Lambton, do, for do.	293	10	9												
D. McDougall	do do Lincoln, do, for half year ended 30th June, 1856.	7	10	7												
William Fraser	do do Lanark and Renfrew, for year ended do.	218	2	4												
Henry Groff	do do Norfolk, do, for do.	81	6	8												
William Paxton	do do Ontario, do, for half year ended 31st December, 1856.	134	4	11												

James Kintrea	do do Oxford, do, for do.	59	10	7												
A. McGregor	do do Perth, do, for year ended 30th June, 1856.	137	8	8												
R. J. Chapman	do do Prince Edward, do, for do.	244	13	8												
W. Sheridan	do do Peterborough and Victoria, do, for half-year ended 31st December, 1855.	182	15	0												
J. W. Marston	do do Prescott and Russell, do, for year ended 30th June, 1856.	305	8	9												
R. McDonald	do do Stormont, Dundas, and Glengary, do, for do.	71	12	11												
Edmund Lally	do do Simcoe, do, for half-year ended 31st December, 1855.	154	16	11												
E. Emslin	do do Waterloo, do, for do.	89	9	6												
William Hewatt	do do Wellington, do, for do.	203	4	1												
Archibald Thompson	do do Welland, do, for do 30th June, 1856.	46	13	5												
Total Payments		3887	9	3												
Total Receipts		3887	9	3												
By Balance chargeable to the Consolidated Fund, as authorized by said Act		2401	7	2												
Total Receipts		1438	2	1												
Total Receipts		9887	9	3												

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No.

STATEMENT of Debentures redeemed under Authority

NAME OF WORKS.	1849.		1850.		1851.		1852.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Chamblly Canal.....	20000	0 0						
Welland do.....	1000	0 0			1250	0 0		
Desjardins do.....	600	0 0	12000	0 0	4400	0 0		
Chamblly Road Trust.....			17000	0 0	2000	0 0		
Montreal do.....			13000	0 0				
Quebec do.....			5590	0 0	6100	0 0	100	0 0
Cobourg Harbour.....			3000	0 0				
St. Lawrence Improvements.....			3000	0 0				
Thames River Bridge.....			1500	0 0				
Trent do.....			1333	6 8	666	13 4		
Home District Roads.....			500	0 0				
Grand River Navigation.....			500	0 0				
Eric and Ontario Railroad.....			4000	0 0				
Oakville Harbour.....			2500	0 0				
Port Hope do.....			2000	0 0				
War Losses.....			610	0 0	12410	0 0	1830	0 0
Insurrection Losses.....								
Hamilton and Brantford Road.....								
Queenston and Grimsby do.....								
Kingston and Napanee do.....								
Inland Waters, Newcastle District.....			2000	0 0				
York Road.....					1000	0 0		
Yonge Street do.....					600	0 0		
Roads and Bridges.....					19000	0 0		
Chatham Bridge.....					359	0 0		
Burlington Bay Canal.....					6500	0 0		
Brantford Bridge.....					1000	0 0		
Kettle Creek Harbour.....					5500	0 0	500	0 0
Sterling 5 per cent. Debentures.....								
<i>Subsequent to Union.</i>								
Public Works, 9 Vic. cap. 66.....			13179	0 3	150	0 0	2787	0 0
do, 10 & 11 Vic. cap. 34.....			1350	0 0	1600	0 0		
do, 12 Vic. cap. 5.....			11003	7 4	9192	18 1	9280	5 1
do, 12 Vic. cap. 32.....			107	0 0	1812	14 11	2100	0 0
do, 13 & 14 Vic. caps. 2 & 18.....							2212	10 0
do, 7 Vic. cap. 34.....								
do, 11 Vic. cap. 9.....								
Totals, Currency.....£	21600	0 0	94172	14 3	73541	6 4	18809	15 1

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

30.

of Act 12 Vic., cap. 5, to 31st December, 1856.

1853.	1854.		1855.		1856.		Currency.		Totals.		Remarks.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
12930	0 0	13900	0 0	6237	10 0	993	10 11	20000	0 0		
								36811	0 11		
								17000	0 0		
								19000	0 0		
33780	0 0	1000	0 0			3750	0 0	51580	0 0		
22092	0 0							33882	0 0		At a Dis-
								3000	0 0		count of
								3000	0 0		£994 5s.
								1500	0 0		11d.
								2000	0 0		
								1160	0 0		
660	0 0							500	0 0		
								4000	0 0		
								2500	0 0		
								2000	0 0		
								64660	0 0		At a Dis-
38490	0 0	1120	0 0	200	0 0			500	0 0		count of
								1000	0 0		£257 8s.
								2000	0 0		1d.
								4988	17 9		
								2270	0 0		
								5700	0 0		
								1100	0 0		
								19000	0 0		
								359	0 0		
								6500	0 0		
								1000	0 0		
								6000	0 0		
		260975	0 0	561373	6 8	54199	3 4	876547	10 0		
										1179008	8 8
117500	0 0	7000	0 0	3088	5 0	3000	0 0	146704	5 3		
2050	0 0	375	0 0					5375	0 0		
76943	0 0	14306	2 6	109797	10 6	54977	18 1	285501	1 7		
250	0 0	7950	0 0	415	0 0			12634	14 11		
750	0 0							750	0 0		
8084	0 0							10246	10 0		
				50	0 0			50	0 0		
										461261	11 9
326637	17 9	307426	2 6	681161	12 2	116920	12 4	.....	£	1640270	0 5

W. CAYLEY,
Inspector General.

No. 31.

STATEMENT shewing the Balance of Legislative Grants for Public Works, &c., authorized to be raised by Loan, the Debentures paid and redeemed during 1856, and the balance negotiable under the provisions of the Act 12 Vic. cap. 5, to the 31st December, 1856.

APPROPRIATIONS.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
For Balance authorised to be negotiated to 31st January, 1856, see Public Accounts, 1855, No. 49.....				958903	1	3
For amount of Appropriation, under Act 18 Vic. cap. 3..				150000	0	0
do do, do 19 & 20 Vic. cap. 86..				250000	0	0
For amount of Debentures redeemed, per Statement No. 30				116920	12	4
			£	1470883	13	7
LESS.—Debentures issued under Act 12 Vic. cap. 5....	105591	13	4			
do do do, 16 Vic. cap. 157..	150000	0	0			
do do do, 18 Vic. cap. 3....	121666	13	4			
do do do, 18 Vic. cap. 4....	128614	3	4			
				500872	10	0
Balance negotiable on 31st December, 1856.....			£	970011	3	7

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 32.

A STATEMENT shewing the Amount at Credit of the Sinking Fund of the Province of Canada, up to the 31st December 1856, the same being invested in reduced 3 per cent. Annuities.

I T E M S .	Sterling.		
	£	s.	d.
By Amount as per Statement No. 48, Public Accounts of 1855, Currency, £653013 8s. 10d.....	536723	7	6
By half year's Dividend, to 5th April 1856, on Sterling, £466736 0s. 6d., at 3 per cent.	7001	0	0
By gain on Investment of £7001 0s. 9d., Sterling	598	9	2
By half year's Dividend, to 10th October, 1856, on Sterling, £474335 10s. 5d., at 3 per cent.	7115	0	7
By gain on Investment of £7115 0s. 7d., Sterling	650	7	0
By half year's Dividend, to 5th July, 1856, on Sterling, £69987 7s. 0d., at 3 per cent. Consolidated Annuities	1048	14	8
By gain on Investment of £1048 14s. 8d., Sterling.....	50	17	1
By Amount transmitted for Investment in 3 per cent. Consols.....	50012	13	0
 Sterling.....£	 608200	 9	 9
 Currency	 £ 738893	 18	 6

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 33.

A STATEMENT of Debentures Issued on behalf of various Special Accounts, for which the Government is partially liable, up to the 31st December 1856.

ON WHAT ACCOUNT.	AUTHORITY.	Amount.			REMARKS.
		£	s.	d.	
Quebec Fire Loan	9 & 10 Vic. caps. 62 & 35.....	82770	0	0	The Government liable for Interest at 6 per cent, towards which 4 per cent. is to be collected from the parties to whom the Loan is made.
Law Society, Upper Canada	9 Vic. cap. 38	7000	0	0	Principal and Interest paid out of Law Fees, U.C.
Lunatic Asylum	9 Vic. cap. 61, and 12 Vic. cap. 32	24250	0	0	do do Assessment, do.
Upper Canada Building Fund	13 & 14 Vic. caps. 2 & 68.....	30000	0	0	do do do, do.
Court Houses, Lower Canada	12 Vic. cap. 112, and 18 Vic. cap. 164.....	55757	9	10	do do Law Fees, Lower Canada.
St. Lawrence and Atlantic Railroad	14 & 15 Vic. cap. 73.....	486666	13	4	do do Payments in England on £400000, Sterling.
Great Western Railroad.....	do do	936833	6	8	do do do on 770000, Sterling.
Erie, Ontario, and Simcoe Railroad	do do	577916	13	4	do do do.
Grand Trunk Railroad	do do	3298991	13	4	Until the amount is expended as authorized, the interest is payable out of monies derived from Investment in 3 per cent. Consols, and by the Company.
Consolidated Municipal Loan, U.C.	16 Vic. cap. 22.....	1771665	6	8	The Interest payable by the several Municipalities, and the redemption of same provided by the Municipal Loan Sinking Fund.
Consolidated Municipal Loan, L.C.	do, and 18 Vic. cap. 13.....	214250	0	0	do do do.
	Total Currency	7486101	3	2	

W. CAYLEY,
Inspector General.

No. 34.

SEIGNIORIAL TENURE COMMISSION in Account with the PROVINCIAL GOVERNMENT, for the year ending 31st December 1856.

Dr.		Cr.	
£	s. d.	£	s. d.
To Balance on hand January 1st, 1856	862 0 4½	By Salaries	2621 10 6
To Warrants	14000 0 0	By Travelling	248 1 1½
		By Preparing Schedules	1835 18 10
		By Publication of Notices	85 15 4
		By Professional Services	1591 10 0
		By Reporting Arguments on Tenure Bill	350 5 0
		By Clerk of Court of Appeals	77 7 1½
		By Copying Documents	78 12 6
		By Postage	100 4 6
		By Miscellaneous	208 19 10½
		By Surveying Department	910 4 10
		By Montreal Branch	5700 0 0
		By Balance	1558 15 9
Total, Currency	£ 14862 0 4½	Total, Currency	£ 14862 0 4½
December 31st, 1856.—To Balance	£ 1558 15 9		

No. 34.—(Continued)

MONTREAL BRANCH.

Dr.	£	s.	d.	Dr.	£	s.	d.
To Balance on hand 1st January, 1856	32	5	2	By Salaries	2888	1	8
To Cheques from Quebec	5700	0	0	By Travelling Expenses	257	10	0
				By Preparing Schedules	1315	4	5
				By Publication of Notices	88	11	6½
				By Printing, &c.	79	8	8
				By Copying and preparing Plans	74	7	6
				By Postage	18	12	8
				By Rent	171	0	0
				By Miscellaneous	17	19	3
				By Office Expenses	165	17	2½
				By Balance	705	12	8
Total, Currency	5732	5	2	Total, Currency	5732	5	2

(Signed,)

JOHN LANGTON,

Auditor.

W. CAYLEY,

Inspector General.

No. 35.

TRINITY HOUSE, MONTREAL, in Account with the PROVINCIAL GOVERNMENT of CANADA, for the year 1856.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance on hand, January 1st, 1856.....	410	0	6	By Light Houses, Construction of	622	17	0
To Warrants.....	4250	0	0	By do do, Contingencies	445	8	6
				By Light Vessels, Construction of	750	0	0
				By do do, Contingencies.....	106	6	8
				By Oil Account.....	424	16	2
				By Salaries, Officers Trinity House.....	582	0	5
				By Wages to Light-keepers.....	532	3	6
				By Contingencies	284	7	7
				By Balance on hand, December 31st, 1856	912	0	8
Total, Currency	4660	0	6	Total, Currency	4660	0	6

A Warrant for £1000 was issued on the 31st of December, towards the expenses of the first quarter of 1857, which appears in the Public Accounts of the Province, but has not yet come into the Accounts of Trinity House.

(Signed,) JOHN LANGTON,
Auditor.

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 36.

STATEMENT of EDUCATIONAL FUNDS, CANADA EAST and WEST.

I.—STATEMENT of the Division of the Legislative School Grant of £85,000, between Canada West and Canada East, as sanctioned by Order in Council, July 12th 1856.

	£	s.	d.		£	s.	d.
Total Amount paid on account of Schools in Canada West, from 1846 to January 31st, 1856, over and above its share of the Annual Grant of £50,000.....	36828	13	7				
Total Amount on account of Schools, Canada East, for the same period	25000	0	0				
Additional Grant for 1856	35000	0	0				
Total, Currency	96828	13	7				
	Canada West.			Canada East.			
	£	s.	d.	£	s.	d.	
£96,828 13s. 7d., apportioned according to population, gives.....	50036	18	5	46791	15	2	
LESS.—Amount already paid	36828	13	7	25000	0	0	
Amount still to be paid.....	13208	4	10	21791	15	2	
LESS.—Amount borrowed from School Land Fund				5825	0	0	
			£	15966	15	2	
Add proportion of £50,000 Grant.....	25887	17	4	24162	2	8	
Total available for 1856	39046	2	2	40128	17	10	

No. 36.—(Continued.)

II.—STATEMENT of the Educational Funds, Canada West, and of the Warrants issued thereon.

LEGISLATIVE SCHOOL GRANT.

	£	s.	d.	£	s.	d.
Proportion of £85000, payable to Upper Canada.....	39046	2	2	Warrants to Chief Superintendent	30291	5 0
				Additional Salaries	575	0 0
				Balance	8249	17 2
Total, Currency	£ 39046	2	2	Total, Currency	£ 39046	2 2

GRAMMAR SCHOOL INCOME FUND.*

	£	s.	d.	£	s.	d.
Balance of Grammar School Distributive Fund, February 1st, 1856, as per Statement 15, Public Accounts, 1855	15007	2	6	Warrant to Chief Superintendent, charged to Consolidated Fund, 1854	3422	18 1
Receipts during 1856	4299	10 5	5	do do do, 1855	7488	10 0
Annual Grant, under 47, Geo. III, cap. 46, for 1855	2500	0 0	0	do do do, 1856	3278	15 0
do do, do, for 1856	2500	0 0	0	Balance	11521	9 10
Estimates of 1854, unpaid	100	0 0	0			
do 1855, do	600	0 0	0	Total, Currency	£ 25706	12 11
do 1856, do	700	0 0	0			
Total, Currency	£ 25706	12	11			

* This Account appears to be required by 18 Vic. cap. 186, and after the present year it will appear in the Public Accounts, instead of Grammar School Lands Distributive Fund.

No. 36.—(Continued.)

V.—THE CHIEF SUPERINTENDENT OF SCHOOLS, Lower Canada, in account with the Provincial Government.

	£	s.	d.	£	s.	d.	£	s.	d.
To Balance of Warrants for Common Schools unaccounted for last year	5825	0	0				91	3	0
To Warrants for Common Schools	22623	13	8	28448	13	8	292	19	7
							13521	5	0
To do Normal Schools	2500	0	0				43	6	1
To do poor Municipalities	1000	0	0				14500	0	0
To do Journal of Education	450	0	0						
To do Additional Salaries in Office ..	563	10	8	4513	10	8			
To do do Normal Schools	2500	0	0						
To do School Inspectors	4323	12	9						
To do various Educational Institutions	16828	12	4	23711	5	1			
To do Purchase of Prizes, 1856	300	0	0				300	0	0
To do do do, 1857	400	0	0	700	0	0	400	0	0
Total, Currency				57373	9	5			
									£
									57373
									9
									5
									£
									57373
									9
									5

By Expenditure on Common Schools, 1854 ..
 By do for 1st part of 1855 ..
 By do for 2nd part of 1855 ..
 Balance unexpended in 2nd part of 1855 ..
 By Apportionment for 1st part of 1856, returns not yet made ..
 By various Warrants charged against Legislative Grant, returns not yet made ..
 By Warrants charged against Superior Education Income Fund, returns not yet made ..
 By Expenditure for Prize Books, 1856 ..
 By Warrants for do charged to Contingencies of 1857,—Return not yet made ..

Total, Currency

(Signed,) JOHN LANGTON,
Auditor.

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
 Toronto, February, 1857.

No. 37.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued during the year ended 31st December 1856, on account of the Expenditure under the Estimate of 1847, as provided by Act 10 & 11 Vic. cap. 34.

TO WHOM PAID.	S E R V I C E.	Currency.		
		£	s.	d.
Joseph Cauchon, Commissioner, Crown Lands	Balance of the Sum voted for opening Roads for settlement	5450	0	0
J. F. Meagher	For Work done on the Kempt Road, being the Balance of the Grant	191	15	6
J. Bouthillier	For do Gaspé Road, do	14	10	4
	Total	5656	5	10

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 38.—(Continued.)

DEBENTURE ACCOUNT.

TO WHOM PAID.	EXPENDITURE.	Currency.		RECEIPTS.		Currency.	
		£	s. d.	£	s. d.	£	s. d.
	To Amount of Expenditure brought from Account No. 26 of last year			54607	9 5		
Francis Clarke	For Work done for the Court House.....	1621	2 10				
D. McNevin	do do	2089	16 9				
G. Morrison	do do	517	8 6			51700	0 0
John Boyd	do do	374	18 5				
J. McGinnis	do do	1229	3 1				
C. H. Lamontagne ..	For Wood furnished	141	0 10				
R. Barnum	do do	16	5 0			13300	0 0
L. Perrault	do do	118	10 0				
L. J. Lamontagne ..	do do	103	6 3				
P. Larkin	do do	71	17 6				
J. & W. Hilton	For Furniture, &c., furnished	981	13 9				
William Allen	do do	645	14 9				
R. Benn	do do	1642	12 10				
C. Garth	For Plumbers' work	202	2 2				
H. N. Tabb	For Work done	430	4 1				
P. F. Henry	do do	77	10 0				
J. W. McLellan	do do	298	9 2				
Tabb and Henry	do do	97	10 0				
R. Benn	do do	24	6 0				
J. Greene	do do	113	10 4				
Redmond & Co.	do do						
F. P. Rubidge	For Travelling expenses in connection with this Building	121	0 0				
John Kelly	Salary as Foreman, from 1st December, 1855, to 31st July, 1856.....	224	17 6				
	<i>Carried over</i>	11804	15 9	54607	9 5	68763	9 7
	<i>Carried over</i>						

No. 39.

STATEMENT of Monies arising from Law and other Fees, collected in the County of Kamouraska, and of the Payments made thereon towards the Erection of a Court House and Gaol at that place, during the year 1856, under Act 12 Vic. cap. 112.

CASH ACCOUNT.

TO WHOM PAID.	EXPENDITURE.	Currency.		RECEIPTS.	Currency.		Total Currency.	
		£	s. d.		£	s. d.	£	s. d.
Sundry Persons	To Amount of Interest paid on the sum of £2238 15s. 0d. during the year 1856, for Debentures negotiated on Account of this Fund	176	14 0	By Balance from Statement No. 28 of last year	133	7 0	137	4 11
	To Balance carried to next year	154	12 3	do do do from J. G. Taché, Registrar, do, during do	50	14 4	174	1 4
	Total, Currency£	331	6 3	Total	183	21 4	331	6 3
				By Balance brought down	154	12 3	154	12 3

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 40.

STATEMENT of the Monies arising from Law and other Fees collected in the District of Ottawa, and of the Payments made thereout, towards the Erection of a Court House and Gaol at Aylmer, during the year ended 31st December, 1856, under Act 12 Vic., cap. 112, and 14 & 15 Vic. cap. 63.

CASH ACCOUNT.

TO WHOM PAID.	EXPENDITURE.	Currency.		RECEIPTS.		Currency.		Total Currency.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.
Sundry Persons	To Amount of Interest paid on the Sum of £4918 14s. 10d. during the year 1856, on account of Debentures negotiated for this Fund.	286	13 0	By Balance from Statement No 27. of last year	82	7 9		154	6 8
	By Balance carried to next year	162	5 3	12 Vic. cap. 112. By Amount received from Aimé Lafontaine, Prothonotary, Ottawa, during the year 1856	48	3 0			
				By do from J. F. Taylor, Registrar, County of Ottawa, during do	3	18 10			
				By do from L. M. Coutlée, Sheriff, Ot- tawa, during do				294	11 7
	Total, Currency £	448	18 3	14 & 15 Vic. cap. 63. By Amount received from C. Symmes, Re- venue Inspector, Ottawa, for duties on Tavern Licenses, during 1856				448	18 3
				Total, Currency					
				By Balance brought down				162	5 3

No. 40.—(Continued.)

DEBENTURE ACCOUNT.

TO WHOM PAID.	SERVICE.	Currency.			RECEIPTS.			Currency.					
		£	s.	d.	£	s.	d.	£	s.	d.			
	To Amount of Payments, as per Statement No. 27 of last year	5395	12	8				4918	14	10			
	To Balance carried to next year	23	2	2				500	0	0			
	Total, Currency	5418	14	10				5418	14	10			
					By Amount brought down.....£						23	2	2

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 41.

STATEMENT of Payments made to Municipalities, Canada West, ex-Municipalities Fund, Canada West; 18 Vic., cap. 2, and 19 Vic. cap. 16.

C O U N T Y.	M U N I C I P A L I T Y.	No. of Return.	No. of Rate-payers.	No. of Receipts.	at 28s. 11½d.	Amount of Distribution.			
						£	s.	d.	
Middlesex	Township of Adelaide	1	425	271	do	614	18	5	7
Elgin	do	2	342	140	do	494	16	4	10
Peterborough and Victoria	Asphodel	3	419	277	do	606	4	0	0
Wellington	do	4	1008	17	do	1458	9	0	2
Grey	Arthur, Minto, and Luther	5	446	228	do	645	6	11	3
Huron and Bruce	Artemesia	7	369	164	do	533	17	1	3
do and do	Ashfield	8	300	157	do	484	1	3	2
York and Peel	Arran	9	765	262	do	1106	17	2	3
Prince Edward	Albion	10	604	207	do	873	18	3	1
Northumberland and Durham	Ameliasburg	11	175	300	do	233	4	10	10
Leeds and Grenville	Almwick	13	771	90	do	1115	10	7	4
Prescott	Augusta	14	294	232	do	425	7	4	0
Simcoe	Adjala	15	411	20	do	594	13	0	2
Frontenac, Lennox, and Addington.	do	16	192	303	do	277	16	0	2
Wellington	Amherst Island	17	381	76	do	551	5	7	7
Renfrew	Amaranth	18	198	74	do	286	9	7	0
Essex	Admaston	19	256	154	do	370	8	0	7
Prince Edward	Anderdon	20	268	137	do	380	10	7	2
Wentworth	Alhol	21	605	231	do	875	7	10	10
Essex	Ancaster	22	387	93	do	559	18	1	8
Grey	Town of Amherstburg	23	750	26	do	1085	3	8	8
Wellington	Township of Benitick	24	646	30	do	984	13	8	8
Elgin	Brighton	25	477	295	do	690	8	8	8
Brant	do	26	987	126	do	1428	1	2	2
Oxford	Blanchard	27	805	287	do	1164	14	2	5
	Brantford				do				
	Blenheim				do				

Elgin	Bayham	25	780	53	do	1128	11	3	4
Peterborough and Victoria	Belmont and Methuen	29	347	70	do	502	1	4	7
Wellington	Beverly	30	775	42	do	1120	6	8	2
Leeds and Grenville	Bustard and Burgess	31	645	305	do	983	4	2	0
Lambton	Brooke	33	173	178	do	250	6	2	2
Lanark and Renfrew	Burgess North	34	176	160	do	254	13	0	0
Bruce	Bruce and Kincardine	35	1012	337, 2-48	do	1464	4	9	9
Ontario	Brock	36	535	91	do	774	1	7	7
Huron and Bruce	Biddulph	37	461	856	do	667	0	1	2
Wentworth	Binbrooke	38	273	115	do	894	19	11	11
Renfrew	Bagot and Blythfield	39	161	340	do	282	18	11	11
Welland	Bertie	40	498	231	do	720	10	11	11
Lanark	Beckwith	41	392	103	do	567	8	6	6
Lambton	Bosanquet	42	378	62	do	546	18	5	5
Oxford	Blandford	43	189	141	do	273	9	2	2
Renfrew	Brantley	44	131	383	do	169	10	10	10
Bruce	Brant	45	533	179	do	771	3	8	8
Lanark and Renfrew	Bathurst and Sherbrooke	46	741	134	do	1072	2	8	8
Wentworth	Barton	47	502	239	do	726	6	7	7
Frontenac, Lennox, and Addington	Bedford	48	159	236	do	230	1	1	1
Waterloo	Village of Berlin	49	379	352	do	548	7	4	4
Peel	Brampton	50	342	28	do	494	16	7	7
Northumberland and Durham	Bowmanville	51	462	136	do	668	9	2	2
Leeds	Town of Brockville	52	1028	98	do	1487	7	9	9
Simcoe	Barrie	53	242	122	do	350	2	10	10
Brant	Brantford	54	1113	215	do	1610	7	6	6
Hastings	Belleville	55	1682	18	do	2433	12	10	10
Russell	Township of Cumberland	56	267	174	do	386	6	4	4
Stormont, Dundas, and Glergary	Corwall	57	640	384	do	928	0	0	0
Durham	Clarke	58	1134	348	do	1640	15	1	1
Norfolk	Charlottetville	59	531	341	do	768	5	10	10
Kent	Chatham	60	350	180	do	506	8	2	2
Peel	Caledon	61	575	3	do	831	19	1	1
Welland	Crowland	62	292	56	do	422	9	9	9
Grey	Collingwood	63	150	235	do	217	0	8	8
Prescott and Russell	Clarence	64	306	32	do	442	14	10	10
Lancolin	Clinton	65	365	9	do	528	2	2	2
Durham	Cartwright	66	393	68	do	508	12	5	5
	Carried over		31388		£	45414	10	2	2

No. 41.—(Continued.)

C O U N T Y.	M U N I C I P A L I T Y.	No. of Return.	No. of Rate-payers.	No. of Receipt.	At 28s. 11 1/2d.	Amount of Distribution.		
						£	s.	d.
Durham	Township of <i>Brought over</i>	67	31388	385	At 28s. 11 1/2d.	45414	10	2
Northumberland and Durham	do	68	710	137	do	1027	5	7
Stormont, Dundas, and Glengary	do	69	338	95	do	778	8	5
Kent	Charlottenburg	70	931	212	do	1347	0	10
Middlesex	Camden & Zone	71	413	304	do	597	11	2
Leeds and Grenville	Carradoc	72	290	345	do	784	4	2
Huron	Crosby, North	73	222	116	do	419	11	10
Haldimand	Colborne	74	149	142	do	321	4	1
do	Cayuga, South	75	411	291	do	215	11	8
do	do, North	76	279	132	do	594	13	4
Frontenac, Lennox, and Addington	Camborough	77	1224	241	do	380	10	7
Leeds and Grenville	Camden, East	78	279	260	do	1770	19	6
York and Peel	Crosby, South	79	966	4	do	403	13	7
Essex	Chingacousey	80	336	351	do	1397	13	7
Lincoln	Colchester	81	318	394	do	486	3	0
Prescott and Russell	Caistor	82	222	514	do	460	2	2
Haldimand	Caledonia	83	257	8	do	321	4	2
Welland	Village of Caledonia	84	345	33	do	371	16	11
Kent	do	85	811	6	do	499	3	5
Northumberland and Durham	do	86	1023	273	do	1173	8	4
Stormont	Town of Chatham	87	361	331	do	1480	3	1
Bruce	do	88	197	238	do	525	4	5
Grey	Township of Carriek	89	970	161	do	285	0	8
Northumberland and Durham	do	90	264	7	do	1403	9	4
Middlesex	Derby	91	374	281	do	381	19	6
Peterborough and Victoria	Darlington	92	392	256	do	541	2	8
Peterborough	Delaware	93	326	144	do	567	13	8
Kent	Dummer and Burleigh	94	180	253	do	260	8	9
Lambton	Douro				do			
	Dover, East and West				do			
	Dawn				do			

Lanark and Renfrew	Drummond	95	506	102	do	732	2	4
Oxford	Dereham	96	639	118	do	996	17	11
Lanark	Daring	97	114	162	do	164	18	11
Elgin	Dorchester, South	98	336	319	do	486	3	0
Perth	Downie	99	473	82	do	684	7	5
Lanark	Dalhousie, Sherbrooke North, & Levanth	100	311	350	do	449	19	7
Elgin	Dunwich	101	511	92	do	739	7	1
Waterloo	Dumfries, North	102	504	254	do	729	4	6
Brant	do, South	103	510	218	do	737	18	2
Middlesex	Dorchester, North	104	599	235	do	866	13	7
Haldimand	Dundee	105	237	245	do	342	18	2
Wentworth	Town of Dundas	106	884	15	do	1279	0	9
Grey	Township of Egremont	107	711	87	do	1028	14	7
Wellington	Erin	108	666	5	do	963	12	5
do	Eramosa	109	408	22	do	590	6	6
Halton	Esquesing	110	906	29	do	1310	17	4
Frontenac, Lennox, and Addington	Ernestown	111	951	342	do	1375	19	7
Victoria	Emily	112	511	259	do	739	7	1
Leeds and Grenville	Edwardsburg	113	713	114	do	1031	12	5
Middlesex	Elkfrid	114	370	342	do	535	6	10
Perth	Ellice	115	605	83	do	875	7	2
Lanark and Renfrew	Emsley, North	116	255	150	do	368	19	1
Bruce	Elderslie	8	248	306	do	353	16	6
Lambton	Euphemia	118	326	213	do	471	13	8
Perth	Easthope, North	119	410	310	do	593	4	4
Leeds and Grenville	Easthope, North	120	211	188	do	305	5	9
Lambton	Emsley	121	105	151	do	151	18	6
Simcoe	Emskillen	122	292	137	do	422	9	9
Victoria	Essa	123	266	85	do	384	17	5
Perth	Eldon	124	305	170	do	441	5	11
Peterborough	Easthope, South	125	172	275	do	248	17	3
Grey	Ennismore	126	189	240	do	273	9	2
Leeds and Grenville	Euphrasia	127	931	313	do	1347	0	10
Frontenac, Lennox, and Addington	Elizabethtown	128	567	187	do	820	7	7
Stormont	Fredericksburg	129	370	193	do	535	6	10
Carleton	Finch	130	411	330	do	594	13	4
Victoria	Fitzroy	131	198	64	do	286	9	7
Wentworth	Fendon and Bexley	133	515	121	do	745	2	10
	Flamborough, West				do			
	<i>Carried over</i>		62351		£	90214	2	0

No. 41.—(Continued.)

COUNTY.	MUNICIPALITY.	No. of Return.	No. of Rate-payers.	No. of Receipts.	At 2ss. 11½d.	Amount of Distribution.
						£ s. d.
	<i>Brought over</i>		62351	78	At 2ss. 11½d.	90214 2 0
Simcoe	Township of Flos	134	112			162 1 0
Perth	do Fullarton	135	407	369	do	588 17 7
Wentworth	do Flamborough, East	136	353	233	do	814 11 10
Grey	do Glencé	137	732	204	do	1059 2 8
Carleton	do Gloucester	138	561	59	do	811 13 11
Simcoe	do Gwillimsbury, West	139	507	227	do	729 4 6
Lincoln	do Grimsby	140	506	113	do	732 2 5
do	do Grantham	141	720	41	do	1054 15 5
Wentworth	do Glanford	142	348	159	do	508 10 3
York	do Gwillimsbury, East	143	643	229	do	930 6 10
York and Peel	do Georgina	144	299	217	do	432 12 8
York	do Gwillimsbury, North	145	223	185	do	322 13 1
Wellington	do Guelph	146	442	55	do	639 10 5
Huron and Bruce	do Goderich	147	580	343	do	839 8 9
Lincoln	do Gainsborough	148	441	307	do	638 1 5
Huron and Bruce	do Grey	149	450	247	do	651 1 10
Essex	do Gosfield	150	307	40	do	444 3 10
Huron and Bruce	do Greenock and Culross	151	602	81	do	872 9 4
Leeds and Grenville	do Gowar, South	152	145	38	do	209 15 11
Carleton	do do, North	153	313	301	do	452 17 5
York and Peel	do Gore of Toronto	154	275	165	do	397 17 10
Wellington	do Garafraxa	155	537	209	do	776 19 5
Carleton	do Goulbourne	156	410	105	do	593 4 4
Wellington	Town of Guelph	157	475	369	do	687 5 4
Huron and Bruce	do Goderich	158	475	24	do	687 5 4
Waterloo	Village of Galt	159	716	231	do	1035 19 3
Grey	Township of Holland	160	507	79	do	733 11 3
Hastings	do Huntingdon	161	401	294	do	580 8 11
Northumberland and Durham	do Haldimand	162	830	250	do	1200 18 1

Kent	do Howard	162	595	106	do	860 17 10
Renfrew	do Horton	165	248	96	do	358 16 6
Prince Edward	do Hallowell	166	639	255	do	924 11 1
Perth	do Hibbert	167	315	355	do	455 15 4
Carleton	do Huntley	168	366	249	do	529 11 2
Huron	do Howick	169	378	203	do	546 18 4
Hastings	do Hungerford	170	568	111	do	831 16 6
Northumberland and Durham	do Hamilton	171	1015	140	do	1468 11 7
Huron and Bruce	do Hay	172	358	324	do	517 19 8
Prince Edward	do Hillier	173	454	199	do	656 17 7
Huron and Bruce	do Hullett	175	291	147	do	421 0 10
Prescott	do Hawkesbury, West	176	378	186	do	546 18 4
do	do do, East	177	571	216	do	826 8 0
Welland	do Humberston	178	368	60	do	532 9 7
Huron and Bruce	do Huron	179	388	338	do	561 6 4
Kent	do Harwick	180	587	143	do	849 6 0
Wentworth	do City of Hamilton	181	5247	12	do	7591 15 0
Simcoe	Township of Innisfil	182	530	73	do	766 16 11
Oxford	Village of Ingersoll	183	413	16	do	597 11 2
Frontenac, Lennox, and Addington	Township of Kingston	184	804	19	do	1163 5 9
York	do King	185	1021	100	do	1477 5 2
Leeds and Grenville	do Kitley	186	551	226	do	797 4 7
Stormont	do Kenyon	187	618	320	do	894 3 4
Bruce	do Kinlopp	188	236	148	do	341 9 3
Frontenac, Lennox, and Addington	City of Kingston	189	3008	34	do	4352 4 4
Middlesex	Township of Lobo	190	523	51	do	756 14 4
Stormont, Dundas, and Glengary	do Lancaster	192	596	70	do	862 6 9
Lanark and Renfrew	do Lanark	193	415	288	do	600 9 1
Lincoln and Welland	do Louth	194	285	322	do	412 4 4
Perth	do Logan, Elma, and Wallace	195	448	84	do	648 3 8
Prescott and Russell	do Longueuil	196	251	25	do	363 19 2
Leeds and Grenville	do Leeds and Landsdowne, R.	197	302	258	do	436 4 2
do and do	do do and do	198	589	244	do	852 4 1
Frontenac, Lennox, and Addington	do Loughborough	199	394	107	do	570 1 3
Middlesex	do London	200	1813	117	do	2923 8 8
do	City of London	201	5018	1	do	7260 8 4
Dundas	Township of Matilda	202	692	94	do	1001 4 9
Elgin	do Malahide	203	887	332	do	1283 7 7
	<i>Carried over</i>		108045			156327 12 2

C O U N T Y.		M U N I C I P A L I T Y.		No. of Return.	No. of Rate-payers.	No. of Receipts.	At 28s. 11½d.	Amount of Distribution.		
								£	s	d
Northumberland and Durham			<i>Brought over</i>	108045	246	156927	At 28s. 11½d.	12	11	8
Carleton			Township of Manvers	422	178	610	do	10	10	10
Essex			March	178	185	257	do	10	10	10
Lanark and Renfrew			Mersca	286	155	418	do	16	2	2
Perth			Montague	578	172	829	do	1	2	2
Hastings			Mornington	348	152	508	do	10	8	8
Essex			Marmora and Lake	152	110	219	do	18	6	6
Prince Edward			Maldstone	278	267	402	do	4	4	8
Middlesex			Marysburgh	577	173	884	do	16	11	11
Wellington			Metcalfe	311	133	426	do	16	7	7
Simcoe			Maryborough	507	243	662	do	13	5	5
Northumberland			Mono	465	346	798	do	11	6	6
Hastings			Murray	507	109	733	do	11	4	4
Grey			Madoc, Elzever, and Tudor	398	264	575	do	17	1	1
Lambton			Melancthon and Proton	416	188	601	do	18	2	2
Victoria			Moore	712	58	1030	do	8	6	6
Simcoe			Mariposa	527	184	762	do	10	1	1
Essex			Mulmur	235	86	340	do	0	4	4
Haldimand			Maldon	552	182	798	do	13	6	6
Northumberland and Durham			Moulton and Sherbrooke	204	290	295	do	8	3	3
Ontario			Mongahan, South	478	316	691	do	12	1	1
Carleton			Mara and Rama	347	329	502	do	1	4	4
Péteborough and Victoria			Marlborough	218	138	315	do	8	4	4
Simcoe			Mongahan, North	492	196	711	do	17	2	2
Stirromont			Medonté	457	347	661	do	4	5	5
York and Peel			Mountain	1192	123	1724	do	13	6	6
Huron			Markham	543	327	735	do	18	1	1
Renfrew			McGillivray	287	166	415	do	15	4	4
Huron			McNab	261	202	377	do	12	8	8
			McKillop	140859	224	208082	do	1	6	6

Grey			Normandy	236	602	871	do	210	0	4
Wellington			Nicholl	237	455	658	do	230	6	7
Halt			Nelson	238	677	979	do	112	10	8
Oxford			Norwich	239	968	1400	do	867	11	6
Simcoe			Notawasaga	240	532	769	do	77	14	9
Carleton			Nepean	241	588	850	do	15	3	3
Halt			Nassageweya	242	435	629	do	71	7	10
Middlesex			Missouri, West	243	427	617	do	292	16	4
Oxford			do, East	244	541	782	do	16	2	2
Lincoln			Niagara	245	384	555	do	12	0	0
do			Town of Niagara	246	747	1080	do	16	4	4
Frontenac, Lennox, and Addington			Village of Napanee	247	319	461	do	11	3	3
Simcoe			Township of Orillia	248	172	248	do	17	7	7
Carleton			Osgoode	249	615	889	do	16	10	10
Stormont, Dundas, and Glengary			Osnabruk	250	722	1044	do	12	0	0
Peterborough			Ops	251	587	849	do	6	4	4
Brant			Otonabee	252	629	910	do	1	8	8
Haldimand			Oakland	254	163	235	do	16	10	10
Oxford			Oneida	255	385	557	do	0	11	11
Brant			Oxford, East	257	352	509	do	6	0	0
Oxford			Onondago	258	304	439	do	17	0	0
do			Oxford, West	259	283	409	do	9	0	0
Grey			do, North	260	205	296	do	12	2	2
Carleton			Osprey	261	462	668	do	9	1	1
Ontario			City of Ottawa	262	2136	3090	do	10	6	6
Leeds and Grenville			Village of Oshawa	263	351	507	do	17	1	1
Ontario			Township of Oxford	380	711	1028	do	14	7	7
Northumberland and Durham			Pickering	264	963	1393	do	6	10	10
Frontenac, Lennox, and Addington			Percy	265	533	771	do	3	8	8
Wellington			Pittsburg and Howe Island	266	581	840	do	12	8	8
do			Pikington	267	576	833	do	8	0	0
Renfrew			Pushinch	268	650	940	do	9	4	4
Lambton			Pembroke	269	119	172	do	3	7	7
Lanark			Plympton	270	422	610	do	11	3	3
Prescott			Packenham	271	317	458	do	13	3	3
do			Plantagenet, North	272	282	548	do	7	4	4
Frontenac, Lennox, and Addington			do, South	273	129	187	do	12	11	11
			Portland, Hinchinbrooke, and Kenebec	275	528	763	do	19	0	0
			<i>Carried over</i>	140859	224	208082	do	1	6	6

No. 41.—(Continued.)

COUNTY.	MUNICIPALITY.	No. of Return.	No. of Rate-payers.	No. of Receipt.	Amount of Distribution.
	<i>Brought over</i>				203082
Wellington	Township of Peel	276	633	124	915
Brant	Town of Paris	277	656	81	17
Peterborough	do	278	680	46	9
Prescott	do	279	646	864	83
Northumberland and Durham	do	280	1044	363	13
Prince Edward	do	281	864	45	10
Lanark and Renfrew	do	282	623	101	8
Waterloo	Village of Preston	283	533	222	14
Lanark and Renfrew	Township of Ramsay	284	542	274	4
Kent	do	285	143	272	784
Russell and Prescott	do	286	197	233	206
Kent	do	287	544	131	18
Lanark and Renfrew	do	288	251	191	0
Ontario	do	289	809	22 & 45	285
Frontenac, Lennox, and Addington	do	290	532	293	787
Hastings	do	291	734	190	363
Haldimand	do	292	294	176	1170
Stormont, Dundas, and Glengary	do	293	460	69	769
Essex	do	294	193	265	14
Carleton	do	295	101	298	0
Frontenac	Village of Richmond	296	555	234	3
Peterborough	Township of Sheffield, Caledon, and Anglesca	297	465	167	4
Grey	do	298	781	67	5
do	do	299	804	88	11
Hastings	do	300	804	194	8
Lambton	do	301	584	35	11
Haldimand	do	302	514	214	4
Renfrew	do	303	87	276	11
York and Peel	do	304	572	628	0

Elgin	Southwold	305	926	163	1339
Huron	Stanley	306	526	130	775
Grey	Sullivan	307	432	270	653
Prince Edward	Seymour	308	514	268	743
Northumberland and Durham	Sophiasburg	309	530	198	766
Huron	Stephen	310	299	321	432
Lambton	Sombra	311	410	181	593
Welland	Stamford	312	602	43	871
Bruce	Saugen	313	352	128	0
Frontenac, Lennox, and Addington	Stenington	314	395	108	509
Wentworth	Saltfleet	315	437	189	571
Essex	Sandwich	316	776	155	632
Ontario	Scott	317	219	358	1122
Lincoln	Town of St. Catharines	318	1351	52	1954
Norfolk	do	319	333	362	481
Elgin	do	320	446	125	045
Lanark and Renfrew	Village of Smiths Falls	321	231	353	6
Perth	do	322	239	80	334
do	do	323	300	251	345
Halton	Township of Trafalgar	324	1315	180	434
Hastings	do	325	1030	168	1902
Norfolk	do	326	744	36	1490
Welland	do	327	637	26	1076
York and Peel	do	328	1102	63	921
Simcoe	do	329	543	206	9
Ontario	do	330	210	57	785
Essex	do	331	170	266	303
Huron	do	332	175	339	245
Simcoe	do	333	448	317	253
Carleton	do	334	152	175	648
Kent	do	335	351	129	219
Simcoe	do	336	106	138	507
York	do	337	9615	13	153
Hastings	do	338	304	104	13911
do	do	339	428	171	489
do	do	340	925	195	619
Ontario	do	341	455	323	7
Huron	do	341	443	94	658
	<i>Carried over</i>				640
		188175			19
					9

No. 41.—(Continued.)

C O U N T Y.	M U N I C I P A L I T Y.	No. of Return.	No. of Rate-payers.	No. of Receipt.	At 28s. 11d.	Amount of Distribution.	
						£	s
Simcoe.....	<i>Brought over</i>	183175	75	At 28s. 11d.	265031	d.	7
Victoria.....	Township of Vespra and Sunnidale.....	342	196	75	288	11	9
York and Peel.....	do do Verulam and Somerville.....	343	319	259	461	11	1
Elgin.....	do do Vaughan.....	344	1086	47	1498	19	3
Renfrew.....	Village of Vienna.....	345	246	54	355	18	7
Huron.....	Townships of Wilberforce, Gratton, and Fraser.....	346	334	278	483	5	1
Middlesex.....	do do Wawanesh and Turbury.....	347	451	200	652	10	10
Stormont, Dundas, and Glengary.....	do do Williams.....	348	652	296	899	19	2
Leeds and Grenville.....	do do Williamsburg.....	349	674	208	975	3	10
Haldimand.....	do do Walford.....	350	500	244	723	8	9
Lincoln and Welland.....	do do Walpole.....	351	723	205	1046	1	10
Welland.....	do do Wainfleet.....	352	340	349	504	19	2
Norfolk.....	do do Willoughby.....	353	268	220	293	14	4
Ontario.....	do do Windham.....	354	495	361	716	4	1
Norfolk.....	do do Whitby.....	355	1042	280	1807	12	10
Lambton.....	do do Waterloo.....	357	1258	336	1920	3	4
Frontenac.....	do do Woodhouse.....	358	551	360	797	4	7
York and Peel.....	do do Warwick.....	359	509	276	651	1	11
Middlesex.....	do do Wolfe Island.....	360	747	308	786	9	2
Renfrew.....	do do Whitechurch.....	361	1040	312	1080	16	4
Stormont, Dundas, and Glengary.....	do do Westminster.....	363	275	120	397	17	10
Waterloo.....	do do Westmeath.....	364	485	156	662	13	5
do do	do do Winchester.....	365	881	169	1274	18	11
Norfolk.....	do do Wilmot.....	366	656	325	949	3	0
Ontario.....	do do Woolwich.....	367	566	288	818	18	7
Oxford.....	do do Walsingham.....	368	508	44	735	0	3
Essex.....	Town of Whitby.....	369	685	359	991	2	2
Leeds.....	do do Woodstock.....	370	344	89	497	14	6
do do	Village of Windsor.....	371	343	192	496		7
do do	Township of Yonge and Escott, rear.....						

do do	do do do, front.....	272	507	263	733	11	4
Elgin.....	do do Yarmouth.....	373	922	145	1334	0	4
York and Peel.....	do do York.....	374	1276	318	1846	4	3
do do	Town of Yorkville.....	375	273	11	394	19	11
Oxford.....	Township of Zorra, East.....	376	565	146	817	9	8
do do	do do, West.....	377	536	286	775	10	7
Total Payments to 31st December, 1856.....		203715			£ 294750	3	1
The following Amounts apportioned to the undermentioned Municipalities, not paid up to 31st December, 1856:—							
Frontenac, Lennox, and Addington.....	Township of Adolphustown.....	6	161		282	18	11
Brant.....	do do Burford.....	32	803		1161	16	10
York and Peel.....	do do Etobicoke.....	117	561		811	13	11
Northumberland and Durham.....	do do Hope.....	164	751		1086	12	1
Norfolk.....	do do Houghton.....	174	841		498	7	8
Huron and Bruce.....	do do Morris.....	175	183		264	15	7
Stormont, Dundas, and Glengary.....	do do Lochiel.....	191	645		993	4	2
Norfolk.....	do do Middleton.....	207	352		509	6	2
Middlesex.....	do do Mosa.....	208	480		708	19	4
Simcoe.....	do do Oro.....	252	620		897	1	3
Kent.....	do do Oxford.....	256	277		400	15	8
Welland.....	do do Pelham.....	274	407		588	17	7
Waterloo.....	do do Wellesley.....	355	756		1093	16	9
Surplus not apportioned.....					489	18	2
Total Amount for Distribution in 1856.....		210062			£ 304423	7	8

(Signed,) JOHN LANGTON, Auditor.

W. CAYLEY, Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 43.

A MEMORANDUM of the Outstanding Debentures, representing the Public Debt of the Province of Canada, on the 31st December, 1856, and showing when the same becomes redeemable.

MATURITY.	Debentures issued under Acts of L. Canada, the Government being liable for Interest thereon.			Currency Debentures, issued under various Provincial Acts.			Sterling Debentures, issued under various Provincial Acts.			Total Amount of Debentures.		
	Currency.			Currency.			Currency.			Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Past due.....				1050	0	0				1050	0	0
1857.....				11800	0	0	177572	10	0	189372	10	0
1858.....							48058	6	8	48058	6	8
1859.....				3653	13	5	20075	0	0	28728	13	5
1860.....				13993	6	8				13993	6	8
1861.....	3000	0	0	1350	0	0				4350	0	0
1862.....	700	0	0	5000	0	0				5700	0	0
1863.....				16236	5	0	825227	15	1	841164	0	1
1864.....				1000	0	0	365000	0	0	366000	0	0
1865.....	3650	0	0	1900	0	0	544397	10	0	549947	10	0
1866.....	23420	16	8	8655	6	3	329716	13	4	361792	16	3
1867.....				560	0	0				560	0	0
1869.....				12500	0	0	608	6	8	13108	6	8
1870.....				10600	0	0				10600	0	0
1871.....	23420	16	8	66287	18	8				80708	15	4
1872.....				161732	3	0	42461	13	4	204198	16	10
1873.....	47000	0	0	6180	10	0				53180	10	0
1874.....				35466	2	6	608333	6	8	643799	9	2
1875.....				19617	10	0				19617	10	0
1876.....	23420	16	8	32321	10	0				55742	6	8
1877.....				9250	0	0				9250	0	0
1878.....				80225	0	0				80225	0	0
1880.....							573171	13	4	573171	13	4
1881.....	22084	3	4	12000	0	0	486666	13	6	521600	16	10
Time not fixed	19810	0	0				608	6	8	20418	6	8
Totals....£	167356	13	4	514049	6	0	4021897	15	3	4703303	14	7

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,

Toronto, February, 1857.

No. 44.

STATEMENT of Monies paid the Receiver General of the Province of Canada, on account of the Purchase of the several undermentioned Public Works, in virtue of the Acts 19 Vic. cap. 5, and 14 & 15 Vic. cap. 57; and repayment of Loans to Incorporated Companies, between the 1st February and 31st December, 1856.

BY WHOM PAID.	PARTICULARS OF PAYMENT.	NAMES OF WORKS.	AMOUNT CURRENCY.		
			£	s.	d.
E. Learned.....	6th Instalment of 5 per cent.....	Rond Eau Harbour	100	0	0
		Total Receipts	100	0	0

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 45.

STATEMENT of Revenue arising from Fees on Militia Commissions, Exemptions from Militia Duty, and Militia Fines, paid the Receiver General of the Province of Canada, between the 1st February and the 31st December, 1856. pursuant to the Act of Upper Canada, 2 Vic. cap. 9.

REGIMENT OR CORPS.	Fees on Commission.			Exemption Money.			Fines.			Total		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Paul John Salter, Major, Assistant Adjutant General, Sandwich							1	10	0	1	10	0
Major McKenzie, Assistant Adjutant General, of No. 8, Military District							9	15	0	9	15	0
Total, Currency							11	5	0	11	5	0

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No.

STATEMENT of the Revenue arising from Tavern Licenses in Canada East, the Payments made thereout to the different Municipalities in Lower during the year ended the 31st December, 1856, as authorized by

P A Y M E N T S.	C u r r e n c y.					
	£	s.	d.	£	s.	d.
<i>Under Act 13 & 14 Vic. cap. 94.</i>						
Amount received by the Revenue Inspectors for the District of Montreal, for Duties arising from Tavern Licenses, issued during the year 1856, in the City and County of Montreal, and transferred to the Special Fund, for the Building of the Court House at Montreal, in the said District				1898	2	0
<i>Under Act 14 & 15 Vic. cap. 63.</i>						
Amount received by the Revenue Inspector for the District of Ottawa, for Duties arising from Tavern Licenses, issued during the year 1856, and transferred to the Special Fund, for the Building of the Court House at Aylmer, in the said District				160	2	0
<i>Under Act 8 Vic. cap. 72.</i>						
Amount received by the Revenue Inspectors for Duties arising from Tavern Licenses, issued during the year 1856, and paid over to the different Municipalities, in the undermentioned Districts, viz:—						
Montreal—No. 2 Division	271	16	0			
Quebec	3	12	0			
St. Francis	120	12	0			
Three Rivers	7	4	0			
Gaspé	6	6	0			
Kamouraska	1	16	0			
Bonaventure	4	10	0			
				415	16	0
Amount paid J. Savard, Secretary and Treasurer of the Municipality, Village of St. Eustache, being Proceeds of Tavern Licenses, issued by the late D. S. Stewart, Revenue Inspector, Montreal, No. 1 Division, per Warrant, No. 6021	26	2	0			
do Ralph Sullivan, do, of the Municipality of Coteau Landing, being Proceeds of Tavern Licenses, payable to that Municipality, for 1854, per Warrant No. 7124.	12	12	0			
				38	14	0
Amount of Proceeds of Licenses issued in 1855, credited this Account, now transferred to Excise, being applicable to Seigniorial Fund				1477	16	0
To Balance carried to next year				1194	0	8
Total, Currency				5184	10	8

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

46.

received between the 1st February, 1856, and the 31st December, 1856, and of Canada, and towards the erection of Court Houses at Montreal and Aylmer, Acts 8 Vic., cap. 72; 12 Vic., cap. 112; and 13 & 14 Vic., cap. 94.

R E C E I P T S.						C u r r e n c y.				
						£	s. d.			
By Balance unexpended from last year						2694	13 8			
D I S T R I C T S.	No. Licenses.	Gross Collections.			Expenses of Collection.		Net Revenue.			
		£	s.	d.	£	s.	d.	£	s.	d.
MONTREAL, No. 1, Division ..	181	1255	0	0	125	10	0	1120	10	0
do, No. 2, do ..	163	1135	0	0	113	10	0	1021	10	0
QUEBEC	1	4	0	0	0	8	0	3	12	0
ST. FRANCIS	20	134	0	0	13	8	0	120	12	0
THREE RIVERS	4	22	0	0	2	4	0	19	16	0
GASPÉ	1	7	2	6	0	14	0	6	8	6
OTTAWA	28	184	0	0	23	18	0	160	2	0
KAMOURASKA	2	2	0	0	0	4	0	1	16	0
BONAVENTURE	1	7	3	10	0	14	5	6	9	5
Totals£	401	2750	6	4	280	10	5	2469	15	11
Add.—Balances outstanding 31st January, 1856								31	0	9
Off.—Balances outstanding 31st December, 1856								10	19	3
								20	1	6
Total, Currency						£		2489	17	5
Total, Currency						£		5184	10	8
By Balance brought down						£		1194	0	8

W. CAYLEY,
Inspector General.

STATEMENT of Monies paid the Receiver General of the Province of Canada, by the County Treasurers and Chamberlains, Canada West, between the 1st February, 1856, and the 31st December, 1856, pursuant to Act of Canada, 13 & 14 Vic., cap. 68, intituled, "An Act to provide Funds for defraying the cost of the erection of the Lunatic Asylum and other Public Buildings in Upper Canada;" shewing, also, the Payments made therefrom.

TO WHOM PAID.	P A Y M E N T S.	Amount.		Currency.		R E C E I P T S.	Amount.		Currency.	
		£	s. d.	£	s. d.		£	s. d.	£	s. d.
J. C. Morrison, Receiver General.	To Amount of Interest paid by him during the year 1856, on Debentures issued under Act 9 Vic. cap. 61, for erection of Lunatic Asylum at Toronto.....	897	0 0			By Balance brought from last year.....			27975	12 7
do	To Amount of Interest paid by him during the year 1856, on Debentures issued under Acts 13 & 14 Vic. caps. 2 & 68, for defraying the cost of the erection of the Lunatic Asylum and Normal School, Toronto..	1714	10 0			By Amount received from the Treasurer of the County of Brant.....	331	10 4		
						do do Carleton.....	100	17 0		
						do do Essex.....	171	0 0		
						do do Hastings.....	605	15 6		
						do do Haldimand.....	250	8 10		
						do do Kent.....	319	0 1		
						do do Lincoln.....	603	10 10		
						do do Leeds and Grenville.....	724	3 8		
						do do Lanark and Renfrew.....	242	11 8		
						do do Middlesex.....	395	5 2		
						do do Northumberland.....	771	18 0		
						do do Norfolk.....	296	0 11		
						do do Oxford.....	563	0 3		
						do do Peterborough and Victoria..	274	12 5		
						do do Prescott and Russell.....	87	19 6		
						do do Perth.....	346	3 2		

J. McKirdy, Bursar, Lunatic Asylum..	To Amount paid to Contractors for Work done, Materials, Repairs, &c., at Lunatic Asylum, Toronto.....	1797	2 2			do do Stormont, Dundas, and Glengary.....	202	15 0			
						do do Simcoe.....	256	13 4			
						do do Waterloo.....	450	11 6			
						do do York and Peel.....	1284	1 0 8			
						do do Wentworth.....	399	5 0			
						do do Wellington.....	618	11 5			
						do do Elgin.....	492	3 8			
						do do Grey.....	208	6 3			
						do do Lambton.....	216	3 6			
						do do Ontario.....	393	13 8			
						do do Halton.....	254	0 11			
						£	10360	3 3			
	To Balance carried to next year.....					By Amount received from the Chamberlain of the City of Hamilton..	716	3 3			
						do do Kingston.....	377	17 10			
						do do Ottawa.....	233	8 8			
						do do London.....	361	8 4			
									12548	16 4	
	Total, Currency.....			£	40524	8 11			40524	8 11	
						By Balance brought down.....			£	36115	16 9

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 49.

STATEMENT of Monies arising from the Sale of Common School Lands including Rent Interest &c. in that part of the Province heretofore called Upper Canada, pursuant to an Act of Canada, 12 Vic. cap. 200, during the year 1856, also shewing the Deductions therefrom, and the Balance at Credit of that Fund on the 31st December, 1856.

DATE.	EXPENDITURE.	CURRENCY.			DATE.	RECEIPTS.	CURRENCY.		
		£	s.	d.			£	s.	d.
December 31, 1856.	To Commission on Collections, at 6 per cent	1502	3	8	January 31, 1856.	By Balance from last year	799	7	6
	To Amount expended on account of Surveys	984	0	2	December 31, 1856.	By Amount of Receipts from Sales per Commissioner of Crown Lands	224	87	0
	To do paid H. B. Hopkins, as Commissioner at Southampton	102	10	0		By do of Interest on do.	1906	1	0
	To do paid Charles Widder, as do do	102	10	0		By do of Rents on do.	643	3	6
	To do refunded A. M. Clark, on Lots 11 and 12, 1st Concession of Turnberry	10	0	0		By do of Interest on Investments	544	6	0
	To do available for Upper Canada Improvement Fund for 1856, under Act 16 Vic. cap. 159	£20153	15	2		By this amount advanced P. J. O. Chauveau, Superintendent of Education, Lower Canada, in 1855, now refunded			
	Less.—Amount expended and charged in Accounts, 1855	8000	0	0		Total, Currency. £	116245	9	0
	To do available for do, for year 1857	12153	15	2					
	To do refunded George Wright, on Lot 30, 14 Concession, of Grey	5883	11	5					
	To do do John Lucas, on Lot 31, do	5	0	0					
	To do over-credited Fund in 1853	5	0	0					
	To Balance carried down	95488	18	7					
	Total, Currency	£116245	9	0		By Balance brought down £	95488	18	7

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

W. CAYLEY,
Inspector General.

No. 50.

COMPARATIVE STATEMENT of the Net Revenue and Expenditure of the Consolidated Fund of the Province of Canada, for the years 1854, 1855, and 1856.

EXPENDITURE.	1854. Currency.			1855. Currency.			1856. Currency.			1854. Currency.			1855. Currency.			1856. Currency.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
	Interest on Public Debt.....	226131	18	7	219470	12	11	225228	15	7	Customs.....	1168018	9	1	818619	11	3	1028905	9	2
Civil Government.....	42872	8	4	65021	19	3	56030	10	3	Excise.....	17238	0	1	16760	17	3	20532	8	3
Administration of Justice.....	96768	18	1	109853	11	11	114254	8	5	Territorial.....	71216	9	0	76330	0	5	25656	6	9
Provincial Penitentiary.....	5000	0	0	15000	0	0	13939	11	2	Bank Imposts.....	26770	10	5	22459	9	10	22142	14	2
Legislation.....	88812	6	8	96697	15	4	117444	17	4	Revenue from Public Works.....	50461	7	3	36342	9	1	51765	7	5
Education.....	71281	0	0	106738	1	8	97514	1	6	Militia Fines, &c.....	1814	2	.....	.....	.....	11	5	0	
Hospitals and other Charities.....	21775	15	6	39317	8	0	38756	18	10	Fines and Forfeitures, including Seizures.....	2285	10	11	2784	8	10	2336	14	9
Geological Survey.....	2757	0	2	1574	19	11	5481	14	7	Casual Revenue.....	28058	7	10	43945	12	7	80402	8	2
Militia and Enrolled Force.....	2167	14	6	23050	0	6	36107	14	11	Law Fee Fund, 12 Vic. caps. 63 & 64.....	4638	17	8	6717	9	5	6914	4	8
Light Houses and Coast Service.....	21508	8	0	32894	6	3	27994	4	1	Carried over.....	1369306	6	5	1019059	18	8	1238666	18	4
Emigration.....	598	6	5	2466	1	11	6383	18	7										
Pensions.....	10708	7	0	11418	18	6	9320	8	0										
Public Institutions.....	.....	.....	.....	9904	15	5	8322	5	10										
Ocean and River Steam Service.....	.....	.....	.....	42647	12	4	39849	17	10										
Police.....	.....	.....	.....	5514	18	6	4733	9	1										
Miscellaneous Printing.....	.....	.....	.....	5447	2	3	2095	19	8										
Public Works and Buildings.....	.....	.....	.....	68479	10	11	92787	16	6										
Carried over.....	590382	3	3	854992	15	7	896741	12	2										

No. 50.—(Continued)

EXPENDITURE.	1854. Currency.			1855. Currency.			1856. Currency.			REVENUE.			1854. Currency.			1855. Currency.			1856. Currency.			
	£	s.	d.	£	s.	d.	£	s.	d.				£	s.	d.	£	s.	d.	£	s.	d.	
<i>Brought over</i>	590382	3	3	854992	15	7	896741	12	2	<i>Brought over</i>			1369806	6	5	1019059	18	8	1288666	18	4	
Indian Annuities	6655	0	0	9855	0	0	8755	0	0													
Census	1987	1	10	1838	3	6	.....	.....	.....										
Sinking Fund	73000	0	0	85151	5	7	60848	14	5													
Agriculture	18168	0	9	17660	10	0	17955	13	3													
Removal of Seat of Govern- ment .....	.....	.....	.....	.....	.....	.....	9215	8	11												
Miscellaneous	200121	13	6	19950	16	10	57198	5	0													
Totals	890263	19	4	989448	11	6	1050714	13	9	Totals			£	1369806	6	5	1019059	18	8	1288666	18	4

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

No. 52.

STATEMENT of the Fees received by the Supervisor of Cullers at Quebec, for the Measuring, Culling, and Counting of Timber, and of the Payments therefrom, to the several Cullers, including the Salaries and Contingent Expenses of the Department, for the year ended the 31st December, 1856, as authorized by Act 8 Vic., cap. 49, and amended by 16 Vic., cap. 186; also, 9 Vic., cap. 16.

TO WHOM PAID.	EXPENDITURE.	Currency.			RECEIPTS.	Currency.		
		£	s.	d.		£	s.	d.
Sundry Cullers	To Balance from last year			5	By gross Receipts for Measuring, Culling, and Counting Lumber, as per Statement, during the season of 1856.	12885	2	3
	Amount of Fees paid them during the Season of 1856	9379	17	3				
William Quinn	<i>Salaries.</i> Twelve months' Salary as Supervisor of Cullers, from January 1st, 1856, to 31st of December, 1856	500	0	0				
George Colley	Balance due him for Salaries and Disbursements, as Deputy Supervisor at Sorel, for the year ended 31st December, 1856	298	5	4	By Amount received for furnishing duplicate Specifications of Surveys, &c.	9	6	5
Mathew Harbison	Twelve months' Salary as Head Clerk and Deputy Supervisor, to December 31st, 1856, including Bonus for 1854	435	0	0				
	<i>Carried over</i>	1233	5	4	<i>Carried over</i>	12894	8	8

No. 53.

GENERAL STATEMENT of Receipts and Disbursements of George Colley, as Deputy Supervisor of Cullers, at Sorel, during the Season of 1856.

CR.	£	s.	d.	£	s.	d.
By Amount received for the Measuring of Lumber, during 1856				56	2	0
DR.						
To paid Robert Russell, for Measuring Timber	88	2	0			
do P. W. Ronald, for services as Specification Clerk during the season	5	0	0			
do Michael Morgan, Rent of Office	7	10	0			
do Middleton and Dawson, for Stationery	2	7	4			
do Sundry Petty Charges	1	8	0			
do my Salary, as Deputy Supervisor at Sorel, for receiving and reporting Crown Dues on Timber exported <i>via</i> Sorel, for the year 1856	300	0	0			
				854	7	4
Balance received from Wm. Quinn, Supervisor of Cullers, at Quebec			£	298	5	4

JOHN LANGTON,

Auditor.

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, February, 1857.

A.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, up to 31st December, 1856, in payment of various Expenses of the Civil Government of Canada, and for which a Supply is required.

N A M E.	S E R V I C E.	Currency.			Total Currency.		
		£	s.	d.	£	s.	d.
N. P. Tessier	Being the amount of Legal Expenses incurred by P. Poirier and others, School Commissioners, in sustaining in the Superior Court, L.C., the validity of their appointments by Government				40	16	6
Robert Spence, Post Master General	To enable him to discharge Claims preferred by New Brunswick, for transfer of Mail Bags, containing English Newspapers, between Boundary Line of that Province and Quebec				914	18	4
F. P. Rubidge, Assistant Engineer Public Works	For preparing detailed Plans and Documents connected with Canals, Water Communications, Light Houses, &c., of the Province, the same to be refunded by the Imperial Government				800	0	0
C. J. Fournier	Amount paid him for the 'Mechanics' and Literary Institute at St. Jean, Post Joli, for 1856, at £50 each				100	0	0
John LeBoutiller	To pay Patrick Henley for residing at Marsoni on the Post Route, South side St. Lawrence, to assist Travellers and Shipwrecked Mariners				25	0	0
Louis Vincent	Amount paid him as an infirm Indian School Master, for the year 1856				25	0	0
D. E. Price, M.P.P.	Towards the Relief of Sufferers by Fire at Chicoutimi, in the beginning of June, 1856				100	0	0
Messrs. Street & Benedict	For Reporting upon the several Sections of the Grand Trunk Railway				1100	0	0
Hugh Allan	For Harbour Dues for Ocean Steamers, to 19th July, 1856				1067	9	2
Joseph C. Morrison, Receiver General	To Purchase a Bill of Exchange for £92 10s. 0d. Sterling, to transmit to Sir C. P. Rooney, for one-quarter's Subscription for the "Canadian News."				40	5	4

Francois Buteau	To pay sundry persons for Provisions furnished to Shipwrecked Mariners				413	10	0
Hopkins, Lawford, and Nelson	For Professional Services in connection with the Asylum for Criminal Lunatics, Kingston	653	3	4			
Dr. L. P. Litchfield, Superintendent Criminal Lunatics, Kingston	Balance of the Salaries, &c. of this Institution, for quarter ended 31st March, 1856	147	12	9			
Albert Furniss, Lieut. Col. J. D. G. Tulloch	For Five Hydrants for the Governor General's Residence				800	16	1
Captain J. F. Ferris	For Six months' Lodging Money, to 31st May, 1856				330	0	0
Thomas Maxwell	For the same				50	0	0
E. Michon	Balance of Services rendered in Examining the Saint Lawrence Rapids				50	0	0
G. T. Cary, and others.	For 17½ Tons Pig Iron for the schooner "La Canadienne," engaged in protecting the Fisheries in the Gulf of St. Lawrence				1	4	0
W. H. Bienkarn	For Advertising for Plans for a new Gaol at Quebec				149	18	9
Jacques & Hay	For Arms and Ammunition furnished the Militia of Canada, including £3 15s. 10d. for the Montreal River Police				122	5	7
Thomas A. Begly	For Furniture furnished for the Female Lunatic Asylum, Toronto				278	5	0
Hopkins, Lawford, and Nelson	For Work done Atlantic Steamers				281	10	0
Captain J. F. Ferris	For Professional Services at Osgoode Hall				23	2	0
D. A. McDonell	Balance of the payment to the Enrolled Pensioners, Upper Canada, to 31st March, 1857				130	0	0
P. M. Vankoughnet	On account Expenses of the Provincial Penitentiary, including some of those for Criminal Lunatic Asylum				351	4	0
James Cotton	To defray the Expenses of Publication of transactions of the Board of Agriculture				1000	0	0
Derbshire & Desbarats	For Removing Sunken Vessels, &c., at Entrance of Port Stanley Harbour				500	0	0
do	Balance due them for Printing and Binding the Statutes of last Session of the Provincial Parliament, over and above the sum voted for this Service	325	4	5			
P. LeSueur	For Printing the Table to Acts in Force in Upper Canada, and Index to those in Lower Canada	725	3	8			
	Gratuity of quarter's Salary as Superintendent of Money Order Branch, Post Master General's Office, under Order in Council of 3rd July, 1854				1050	8	1
					100	0	0
	Carried over				9645	12	10

A.—(Continued.)

N A M E.	S E R V I C E.	Currency.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over</i>				9645	12	10
C. J. Dunlop	For Professional Services in connection with St. Maurice Bridge				61	10	4
Oliver Fisot	To pay Mechanics for the Loss of their Tools at the Hospice de La Charité, at Quebec				207	7	9
Thomas A. Begly	do Sundry Accounts against the late School of Navigation, at Quebec				42	7	10
William Benning	For Sundries furnished for Succour to Vessels in Distress				50	10	0
J. H. Cameron	On account of the Costs of the Defence in the Case of the Rectories				200	0	0
Colonel G. F. DeRottenburg, Adjutant General Militia	This Amount as per Statement No. 12, advanced on account of the year 1856-7, (the Estimates for 1856 closed 1st July, 1856)			5300	11	6	
William Ermatinger	Six months' Salary as Inspecting Field Officer, Canada East, to 31st December, 1856			200	0	0	
F. Abbott & J. Cluff	For Repairs to Buildings for Field Batteries, at Ottawa			209	1	1	
Edward Roussel	For do for Gun Sheds, Quebec	36	8				
J. B. Derome	For do for do	6	0				
A. Latarte	For do for do	350	0	392	8	8	
George Netting	For New Shed, &c., for do, Toronto	458	2				
C. W. Heath	For do, for do, do	225	16	10			
J. McCheaney & Brother	For Lumber for do, do	47	10	0			
William Jamieson	For do for do, do	20	0	3			
Charles Parke	For do for do, do	10	8	10			

N A M E.	S E R V I C E.	Currency.			Total Currency.		
		£	s.	d.	£	s.	d.
E. C. Scarlett	For do for do, do	66	16	8			
Geo. T. Denison	For Cedar Posts for do, do	25	0	0			
Henry Lewis	For work done for do, do	5	15	6			
Lewis Alston	For Whitewashing do, do	13	19	2			
R. Lewis & Son	For Sundries for do	9	17	2			
G. T. Kingston	Three months' Salary as Professor of Meteorology, Toronto Observatory, to 31st December, 1856	883	6	11			
E. C. Scarlett	For work done for do	85	0	0			
Alexander Manning	For Lumber for do	61	15	4			
Benjamin Walton	For work done for the Custom House, Toronto	23	1	1			
Thomas A. Begly	For do for do, do	1317	18	0			
F. P. Rubridge	For do for do, do	174	0	0			
Thomas Gruse	Six months' Increase of Salary as Assistant Engineer and Draftsman, Department of Public Works, to 31st December, 1856	70	0	0			
John A. Kavanagh	do as Bookkeeper, Audit Office, to do	25	0	0			
W. A. Campbell	Twelve months' Salary as Clerk in Auditor's Department, to 31st December, 1856, at 12s. 6d. per diem	228	15	0			
Robert Pearson	For Six months' do as Marshal and Clerk of Assize, Toronto, to do, at £300 per annum	150	0	0			
W. B. Heward	Salary as Clerk of the Process of the Courts of Queen's Bench and Common Pleas, U.C., from 23rd August to 31st December, 1856, at £300 per annum	124	11	10			
W. C. Crofton	Balance of do as Clerk in the Office of the Clerk of the Crown and Pleas, U.C., for two years ended the 31st-December, 1856	150	0	0			
Dr. Lucius O'Brien	do due him of two months' advance of Salary, per Order in Council of 17th September, 1855	18	10	10			
George A. Barber, junr.	Salary as Corresponding Clerk, Inspector General's Office, from 27th October to 31st December, 1856, at £250 per annum	44	12	2			
T. P. Roberts	do as Extra do, from 5th November to do, at 12s. 6d. per diem	35	12	6			
C. J. Coursol	do as do do, Customs Branch do, from 20th October to do, at £300 per annum	59	4	9			
	Balance of the Pay and Contingencies of the Montreal River Police, from 1st May to 31st December, 1856				906	7	1
	<i>Carried over</i>				2166	2	2
					21984	15	7

A.—(Continued.)

N A M E.	S E R V I C E.	Currency.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over</i>				21934	15	7
C. J. Coursol	To pay Michael Ryan, late of the same Corps, arrears of Pay and a Gratuity due him.....				3	15	0
William Ermatinger	For his zeal and activity in the discharge of his duties as late Inspector and Superintendent of Police, Montreal.....				275	0	0
Thomas D. Harington.....	On account of the Contingent Disbursements of the several Departments of the Civil Government, during the year 1856.....				3246	0	0
John M. Lawder.....	For conducting the Crown Business at Fall Assizes, 1856, at Hallow and Well-land.....	106	10	0			
W. S. Sewell	On account of the Contingent Disbursements of his Office, as Sheriff, Quebec.....	1500	0	0			
John Boston	do do, Montreal.....	1000	0	0			
Isaac G. Ogden	do do, Three Rivers.....	100	0	0			
Joseph Jones	do do Disbursements as Coroner, Montreal.....	225	0	0			
Elicazar Clark	do do of Fees and Disbursements as High Constable, St. Francis.....	145	18	0			
A. McLean	Allowance for attending Fall Assizes, 1856, at Grey, Simcoe, Lincoln, Welland, Hallow and Wentworth.....	150	0	0			
Sir J. B. Robinson, Baronet, C.B.	do do Hastings, Prince Edward, Ontario, Frontenac, Lennox and Addington, Northumberland and Durham, and Peterborough and Victoria.....	150	0	0			
Casault & Langlois.....	To pay certain Expenses of Crown Witnesses in the matter of the Queen vs. F. Bouchard.....	12	8	11	3889	16	11
E. Coitworth	For work done to various Public Buildings.....	254	11	9			
George Netting	For do Parliament do.....	1267	17	0			
Workingman Brothers	For do do do.....	256	7	9			
A. Hamilton	For Painting Government House.....	72	18	3			
B. Lewis	For work in Public Offices.....	54	7	2			
W. Ardagh	For do do.....	55	17	6			

James Francis	For Colouring Parliament Houses.....	24	8	0			
H. Piper & Brothel	For Tinsmith work do.....	12	12	8			
C. Vale	For Iron Shutters do.....	522	5	9			
Jacques & Hay	For Furniture do.....	562	6	7			
R. Campbell	For Carpets do.....	189	7	6			
C. Porter	For Lumber do.....	22	16	0			
J. R. Armstrong	For Grates do.....	24	5	6			
W. Hodson	For Sashes do.....	53	15	0			
G. Harding	For Work do.....	114	13	4			
R. Wishart	For do Medical College.....	163	19	3			
O. W. Heath	For do at various Buildings in the occupation of Civil Government.....	1202	17	8			
John Carr and others	For do do do.....	286	1	0			
B. Derorne	For do do do.....	12	10	0			
James Cotton	For work done at Port Stanley Harbour.....	5063	17	8			
	Balance of the Payment on account of Emigration, as per Statement No. 18, of this year.....	710	15	2			
	do of the Tonnage Duties, Quebec, as per Statement No. 15, of this year.....	3422	3	8			
	Total, Currency.....	1270	4	8	39316	8	8

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,

Toronto, February, 1857.

STATEMENT of Payments made during the year 1856, in pursuance of the undermentioned Authorities, for which a provision is required.

N A M E.	S E R V I C E.	Currency.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>The following Payments have been made in virtue of certain Resolutions, embodied in an Address by the Honorable Legislative Assembly to His Excellency the Governor General, dated the 30th June, 1856.</i>						
C. T. Palsgrave	Amount Granted to the Montreal St. Patrick Roman Catholic Orphan Asylum				150	0	0
T. G. Ridout	do in Aid of the Completion of the Works connected with the Monument Erected on Queenston Heights, to the Memory of the late Major General Sir Isaac Brock				2000	0	0
John Supple & Alex. Moffatt	do for the Relief of the Sufferers by the late disastrous Fire, in the vicinity of Pembroke, on the Ottawa River				3000	0	0
Dr. J. C. Taché	do due for his Services as Commissioner for Canada, at the Paris Exhibition, in 1855				500	0	0
Henry Black	do Twelve months' Increase of Salary as Judge of the Court of Vice-Admiralty, Quebec, to 31st December, 1856				277	15	8
Catherine Madden	Amount Granted as a Gratuity to her, as Widow of Patrick Madden, who lost his life by the late Steam Boat Explosion, at Longueuil, whilst in discharge of his duty as Mail Conductor.				75	0	0
George H. Ryland	do On account of certain Disbursements incurred by him, as Returning Officer at the late Election of Municipal Officers in the Counties of Hochlega and Jacques Cartier, under the Municipal and Road Act, L.C., 18 Vic. cap. 100.	75	0	0			
C. A. Richardson	do do for St. Hyacinthe	68	0	0			
H. St. Germain	do do for Sherbrooke	23	10	0			
William Ritchie	do do for St. Maurice	49	6	8			
L. G. Duval	do do for Beauharnois	23	18	8			
D. K. Lighthall	do do for Bellechasse	49	13	4			
P. Forgues	do do for Berthier	14	10	0			
J. F. Chabot	do do for Bonaventure	18	15	0			
J. C. LeBel	do do for Chambly	24	18	4			
Thomas Anstin	do do	47	10	0			

F. Filteau	do do for Champlain	15	1	0			
R. A. Fortier	do do for Division No. 1, Dorchester	23	18	4			
F. M. Guay	do do for do do	11	5	0			
Edward Cox	do do for Drummond	29	3	2			
Peter Winter	do do for Gaspé	15	0	0			
F. Sauvageau	do do for Division No. 1, Huntingdon	24	11	0			
E. Bouchard	do do for do do	14	5	6			
J. G. Taché	do do for Kamouraska	16	3	10			
L. Archambault	do do for Leinster	56	11	8			
J. D. Lepine	do do for L'Islet	17	9	8			
R. S. Noël	do do for Lotbinière	19	2	8			
J. D. Lambly	do do for Megantic	17	6	0			
R. Dickinson	do do for Missisquoi	17	15	4			
L. C. Lalrancis	do do for Montmorenci	15	2	0			
Joseph Jutras	do do for Nicolet	35	2	8			
Pierre Gosselin	do do for Division No. 2, Montmorenci	20	18	3			
James F. Taylor	do do for Ottawa	24	3	4			
R. Lefevre	do do for Portneuf	30	6	0			
C. N. Montzambert	do do for Quebec	26	14	10			
P. R. Chevallier	do do for Richelieu	35	16	8			
John Heath	do do for Division No. 1, Rimouski	16	1	0			
L. H. Garon	do do for do do	26	10	0			
E. E. Z. Hamel	do do for Rouville	29	10	0			
Ovide Bossé	do do for Saguenay	15	0	0			
H. S. Roster	do do for Shefford	18	3	4			
Joseph Lachaine	do do for Terrebonne	21	15	0			
Daniel DeHertel	do do for Two Mountains	59	0	0			
H. E. Charlevoix	do do for Vaudreuil	20	16	8			
F. Geoffron	do do for Vercheres	31	1	10			
J. O. Arcand	do do for Yamaska	14	4	9			
C. Duberger	do do for Charlevoix	12	14	4			
		1125	11	3			
E. R. Frechette	do On account of Printing the Edicts and Ordinances of Lower Canada.	2750	0	0			
Thomas Amiot, Deputy Provincial Registrar	do Balance of Expenses Superintending the Printing of the same	71	7	8			
		2821	7	8			
		9949	14	7			

Authority of Address, 8th June, 1853.

Carried over

ESTIMATE

OF

CERTAIN EXPENSES OF THE CIVIL GOVERNMENT

OF THE

PROVINCE OF CANADA,

For the Year 1857, for which a Supply is required.

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Adjutant General of Militia Department.</i>						
Salary of Six Clerks, £350, £275; two at £250; two at £187 10s.; one Messenger, at £39 15s.....	1598	15	0			
do of two Inspecting Field Officers of Volunteer Militia, Upper and Lower Canada, for 1857, at £400 each....	800	0	0			
do of the Provincial Aid-de-Camp, for do	400	0	0			
do Eight Store-keepers of Armories, at £75 each, for do	600	0	0			
do 18 Assistants Adjutant General, at £30 per annum, for do	540	0	0			
Maintenance of sixteen Troops of Cavalry, each ten days Drill, for do	4876	0	0			
do seven Field Batteries of Artillery, each twenty days Drill, for do	4984	0	0			
do five Companies of Foot Artillery for do	730	0	0			
do forty Companies of Riflemen, seventy men each, for do	7840	0	0			
do ten do do fifty do do	1460	0	0			
<i>Carried over</i>£	28828	15	0			

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Adjutant General of Militia Department.—(Continued.)</i>						
<i>Brought over</i>	23323	15	0			
Contingent Expenses for Postages, Stationary, Printing, Repairs of Accoutrements, Transport of Arms, Travelling Expenses of Inspecting Field Officers, and all other Incidental Expenses attending the Active Force, for the year ended 31st December, 1857.....	2700	0	0			
Care of Arms and Ammunition of the several Corps of the Active Force.....	1200	0	0	27223	15	0
<i>Legislative Council.</i>						
Salary of the Speaker.....	800	0	0			
do of the Clerk.....	500	0	0			
do of the Assistant Clerk and French Translator	400	0	0			
do of the Law Clerk	250	0	0			
do of the Chaplain and Librarian	200	0	0			
do of the Gentleman Usher of the Black Rod	100	0	0			
do of the Serjeant-at-Arms	100	0	0			
do of the Head Messenger	100	0	0			
do of the Door-keeper	60	0	0			
do of three Messengers for the Session, at £45 each.....	135	0	0			
Contingent Expenses	9200	0	0			
Indemnity to the Members for their attendance at 20s. per diem, including Travelling at 6d. per Mile, for the distance between the place of Residence of such Member, and the place at which the Session is held	9800	0	0	21645	0	0
<i>Legislative Assembly.</i>						
Salary of the Speaker	800	0	0			
do of the Clerk	500	0	0			
do of the Assistant Clerk.....	400	0	0			
do of the Law Clerk and English Translator.....	500	0	0			
do of the Clerk of the Crown in Chancery.....	150	0	0			
Contingencies of do do	100	0	0			
Salary of the Serjeant-at-Arms	100	0	0			
Contingent Expenses (exclusive of Indemnity to Members)..	62000	0	0	64550	0	0
<i>Governor General's Secretary's Office.</i>						
Additional Salary of one Messenger	19	0	0			
<i>Provincial Secretary's Office.</i>						
Additional Salaries of eleven Clerks, £200 15s.; £182 10s.; £168 15s.; £125 5s. 8d.; £52 15s. 8d.; three, at £50 each; £27 15s. 8d.; and two, at £25 each; two Messengers, at £19, equal to	995	17	0			
<i>Carried forward</i>£	1014	17	0	113418	15	0

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought forward</i>	1014	17	0	118418	15	0
<i>Registrar's Office.</i>						
Deputy Registrar, £166 18s.; four Clerks, £200, £182 10s., £55 11s. 4d., and £27 15s. 8d.; one Messenger, at £75	707	10	0			
<i>Receiver General's Office.</i>						
Deputy Receiver General, £200; seven Clerks, £325, £318, £270, £228 2s. 6d., £100, £50, £40, and one Messenger, at £19	1550	2	6			
<i>Inspector General's Office.</i>						
Additional Salary—Acting Deputy Inspector General, £247 10s.; nine Clerks, 2 at £250; £200, £168 15s., £165, £142 10s., £132 10s., £100, and £50; Housekeeper and Messenger, £48 8s. 4d., equal to	1754	8	4			
<i>Customs Branch.</i>						
Additional Salary—Commissioner, £40; six Clerks, three at £250 each; and three, £300, £125, and £105, equal to	1820	0	0			
<i>Department of Public Works.</i>						
Additional Salary—Assistant Commissioner, £250; Chief Engineer, £810; Assistant do, £600; Bookkeeper, £402 10s.; five Clerks, £400, £363, £300, £275, and £150; and three Messengers, £118 15s., £104, and £93 15s., equal to	3887	0	0			
<i>Bureau of Agriculture.</i>						
Secretary, £500; four Clerks, £342 10s., £310, £225, and £200; and two Messengers, at £75 each, equal to	1727	10	0			
<i>Auditor Public Accounts.</i>						
Auditor, £122 16s. 6d.; six Clerks, £400, £300, three, at £250 each; and one, £228 2s. 6d., equal to	1800	19	0			
<i>Executive Council.</i>						
Two Clerks, at £228 2s. 6d.	456	5	0			
<i>Carried over</i>	14198	11	10	118418	15	0

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Executive Council.—(Continued.)</i>						
<i>Brought forward.....</i>	14198	11	10	118418	15	0
To pay W. A. Himsworth, whilst acting as Confidential Clerk in Executive Council Office, from the period of Mr. Joseph's death to that of his appointment, say from 1st July, 1851, to 26th November, 1853, at £100 per annum	240	4	4	14488	16	2
<i>Pensions to Officers and Servants of the late Legislative Bodies of Upper and Lower Canada.</i>						
William Ginger, as late Serjeant-at-Arms to the Legislative Council of Lower Canada.....	68	18	4			
Samuel Waller, as Clerk of Committees to do	100	0	0			
William Coates, as Writing Clerk to do Upper Canada....	138	6	8			
John Bright, as Messenger of Legislative Council of do ..	20	0	0			
Louis Noreau, do do, Lower Canada.....	20	0	0			
François Rodrigue do do, Legislative Assem- bly, do	18	0	0			
Louis Gagné, do do, do, do	18	0	0	376	0	0
<i>Other Pensions.</i>						
Jacques Brien, for Wounds received in the Public Service	20	0	0			
Pierre Bouchard, do do	25	0	0			
Mrs. McDonell, allowance during her life on her claims for dower on a certain property taken by the late Welland Canal Commissioners	50	0	0			
Mrs. Widow Antrobus	200	0	0			
Colonel Richard Bullock	200	0	0			
Mrs. Catherine Smith, as Widow of the late Mr. Justice Pyke	100	0	0			
Widow McCormick	100	0	0			
G. B. Faribault, as late Assistant Clerk of the Legislative Assembly	400	0	0	1095	0	0
<i>Hospitals and other Charities.</i>						
Aid to the Toronto Hospital.....	2000	0	0			
do Indigent Sick at Quebec,						
do do Montreal,						
do Corporation of General Hospital at Montreal; 8, at £1000.....	8000	0	0			
do Emigrant and Marine Hospital, Quebec,						
do Kingston General Hospital; 2, at £1500	8000	0	0			
do Hamilton Hospital	800	0	0			
do Relief of Indigent Sick at Kingston	750	0	0			
<i>Carried forward</i> £	9550	0	0	129828	11	2

SERVICE.	Currency.			Currency.			
	£	s.	d.	£	s.	d.	
<i>Hospitals and other Charities.—(Continued.)</i>							
<i>Brought forward</i>	9550	0	0	129828	11	2	
Aid to Indigent Sick at Three Rivers,							
do Toronto House of Industry; 2, at £700	1400	0	0				
do Les Sœurs de la Providence, at Montreal,							
Aid towards Erection of Lying-in Hospital, Toronto; 2, at £350.	700	0	0				
Aid to General Hospital des Sœurs de la Charité, at Mont-							
real,							
do Kingston Hotel Dieu Hospital,							
do St. Patrick's Hospital, Montreal; 3, at £250	750	0	0				
do Protestant Orphans' Home and Female Aid Society, at							
Toronto,							
do Roman Catholic Orphan Asylum, at Toronto,							
do Kingston Orphan Asylum,							
do Hamilton Orphan Asylum,							
do do Roman Catholic do,							
do Protestant Hospital, at Bytown,							
do Roman Catholic do do,							
do Montreal St. Patrick's Roman Catholic Orphan							
Asylum; 3, at £200.....	1600	0	0				
do Montreal Protestant do,							
do Montreal House of Refuge,							
do University Lying-in Hospital, at Montreal,							
do do under the care of Sœurs de la Miséricorde,							
do Lying-in Hospital, at Toronto,							
do Asylum of the Good Shepherd, at Quebec,							
do Hospice de la Maternité, at Quebec,							
do Deaf and Dumb Institution, Montreal; 8, at £150 ...	1200	0	0				
do Ladies' Benevolent Society, Montreal, for Widows and							
Orphans,							
do Roman Catholic Orphan Asylum, Quebec,							
do Male Orphan Asylum, Quebec,							
do Charitable Association of the Ladies of the Roman							
Catholic Asylum, at Montreal,							
do Managers, Protestant Female Orphan Asylum, Quebec,							
do Eye and Ear Institution, Montreal,							
do Montreal Dispensary,							
do Montreal Home and School of Industry,							
do Public Nursery for Children of the Poor; 9, at £100.	900	0	0				
do Canada Military Asylum for Widows and Orphans,							
Quebec	50	0	0				
Aid towards support of Lunatic Asylum at Toronto,							
do do do temporary do at Beauport, near							
Quebec; 2, at £14000	28000	0	0				
				44150	0	0	
<i>Various Public Institutions.</i>							
Aid to the Medical Faculty, McGill College,							
do School of Medicine, Montreal,							
do do, Kingston,							
do do, Toronto,							
do Canadian Institute, at Toronto; 5, at £250	1250	0	0				
do do, City of Ottawa,							
do Athenseum, at Toronto,							
do do, Ottawa; 8, at £100.....	800	0	0				
<i>Carried over</i>	£	1550	0	0	178478	11	2

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Various Public Institutions.—(Continued.)</i>						
<i>Brought over.....</i>	1550	0	0	178478	11	2
Aid to the following Institutions and Associations, at £50 each, viz. :—						
Literary and Historical Society, Quebec; Natural History Society, Montreal; St. Mary's Institute, County of Perth; Institute of St. Roch; Literary Institute, Laprairie; do, Sherbrooke; Sherbrooke Library Association and Mechanics' Institute; Hamilton Mercantile Library Association; Mr. Juneau's Literary Institution; Montreal Mercantile Library Association; Huron Library Association and Mechanics' Institute; Teachers' Association, at Quebec, for their Library; Library Association at Quebec; Canadian Institute at Quebec; Aurora Mechanics' Institute and Library Association; Richmond (East) do and do; North Wellington Farmers' and Mechanics' Institute; Mechanics' Institute and Library Association, Industrie; Literary Institute at St. Michel de Bellechasse; St. John's Library Association; St. Andrew's Library Association and Mechanics' Institute; Institute and Literary Association of Varennes; Stanstead Library Association and Mechanics' Institute; Ramsay Library Association and Mechanics' Institute; Collingwood Mechanics' Institute and Library Association; Literary Institute, St. Jean Port Jolie, Library Association, Napanee; Cabinet de Lecture Pariossale de Montreal; Literary Association and Institutes de Livandière, St. Charles, and St. Marc; Reading Room of Union St. Joseph, Montreal; St. Patrick's Literary Institute, Quebec; Literary Association and Institute, St. Hyacinthe.—34 in number at £50 each.....	1700	0	0			
Toronto Hospital; for County Patients	1500	0	0			
To pay for adjoining Land, Lodge approaches and fencing Brock's Monument, as recommended by Committee of the Legislative Assembly, of 9th June, 1856.....	3335	0	0			
The following Mechanics' Institutes at £50 each, viz. :—Aylmer (County Elgin), Ayr, Belleville, Brockville, Bytown, Berthier (L.C.), Brampton, Berlin, Brantford, Barrie, Bowmanville, Barnston, Bagotville, Becancour, Cobourg, Chicoutimi, Chatham, Chambly, Chatham (L.C.), Dunnville, Dundas, Drumontville, Drummondville, (County of Drummond), Fonthill, Guelph, Goderich, Galt, Hamilton, Huntingdon, Hemmingford, Halton (County of), Iverville, Kingston, London (C.W.), Lachute, Lanoraye, L'Original, Merrickville, Montreal, Milton, Mitchell (County Perth), Metcalfe, Maskinongé, Megog, Niagara, Newmarket, Napierville, Napanee, New Ireland, Owen Sound, Oakville, Perth, Picton, Port Sarnia, Port Hope, Peterborough, Prescott, Paris, Plessisville, Quebec, Renfrew, Rimouski, Richmond (C.W.), Rivière du Loup, St. Thomas, St. Catharines, Simcoe, Stratford, St. Leon, St. Vincent de Paul, St. Cesaire, St. Hyacinthe, Sorel, Smith's Falls, Sherbrooke (County of), St. Eustache, St. Scholastique, St. Felix de Valois, St. Antoine de la Baie, St. Ours, St. George, Toronto, Three Rivers, Vienna, Notre Dame de la Victorie, Whitby, Woodstock, Waterdown, West Flamboro', Windsor, Yamachiche, and Richmond, C.W., for 1856,—in all 92	4600	0	0	12685	0	0
<i>Carried forward.....</i>				£ 186168	11	2

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought forward</i>				186168	11	2
<i>Contingent Expenses of the Administration of Justice.</i>						
In Upper and Lower Canada, not otherwise provided for	40000	0	0			
For support of Provincial Penitentiary at Kingston	11500	0	0			
Additional Salary to John Black, Clerk in Registrar's Office, Court of Chancery	75	0	0			
do do William Stanley, do Master's Office, do.	75	0	0			
Salary of a Clerk of Process, Courts of Queen's Bench and Com- mon Pleas, U.C.	800	0	0			
do of an Extra Clerk Attorney General's, West, Office ..	100	0	0			
do Clerk in the Office of the Clerk of the Crown and Pleas, U.C.	150	0	0			
do Clerk of Assize, Toronto.....	300	0	0			
Additional Salary to Clerk, Crown Law Office, East	140	0	0			
do do to Judge of Vice-Admiralty Court, Quebec.	277	15	8			
				52917	15	8
<i>Miscellaneous Items.</i>						
Aid to complete Survey of Ship Canal from Georgian Bay to Toronto.....	500	0	0			
Compensation to Charles O'Connor, Charles Taylor, and Wm. Falconbridge, for injuries sustained in discharge of their duties as Constables, in 1853, at £100 each.....	300	0	0			
Allowance to Keepers of Depots of Provisions on the River St. Lawrence, for relief of shipwrecked persons	200	0	0			
For providing provisions for such Depots.....	350	0	0			
Allowance to Pierre Brochu for residing on Kempt Road, to assist travellers thereon, do Jonathan Noble, for the same purpose, do to a Resident at the foot of the Metapedia, for do, do to do at Assametquagan, for do; 4, at £25	100	0	0			
For the Expense of Printing and Binding the Laws	6000	0	0			
For other Printing, and Subscription to, and Advertising in, the Official Gazette	2500	0	0			
For Expense of distributing the Laws	850	0	0			
To meet unforeseen Expenses in the various branches of the Public Service	500	0	0			
Proportion of the Expenses of keeping up Light Houses on Isles of St. Paul and Scatterie, in the Gulf	750	0	0			
To defray the Expenses of the Quebec Observatory	600	0	0			
do do of the Toronto do	1200	0	0			
Expenses of the Commissioners appointed to enquire into mat- ters connected with the Public Service, under Act 9 Vic. cap. 38	1500	0	0			
New Indian Annuities.....	1100	0	0			
Expenses of protecting the Fishers in the Gulf	1600	0	0			
For the temporary maintenance of the Rideau and Ottawa Canal, from 1st April, 1857, to 31st March, 1858	10821	0	0			
One year's Rent of the Protestant Burying Ground in St. Johns Suburbs, Quebec.....	23	5	0			
Aid to the Board of Agriculture, Upper Canada.....	1000	0	0			
do do Lower Canada.....	1000	0	0			
To make good various indispensable expenses of the Civil Go- vernment, incurred during the year 1856, as detailed in Statement A, of the Public Accounts laid before the Legislature	89816	8	8			
<i>Carried over</i>	£70210	18	8	289081	6	10

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Miscellaneous Items.—(Continued.)</i>						
<i>Brought over</i>	70210	13	8	289081	6	10
To make good those payments made under resolution of the Legislature, as per Statement B	15197	9	1			
Compensation for occupation of Music Hall, Quebec	800	0	0			
do to DeLorimier, for surrender of License of Occupation	160	0	0			
Aid to Parliamentary Grant under Act 14 & 15 Vic. cap. 106, to Indians, Lower Canada	100	0	0			
Expenses for the Services of 150 of the Embodied Pensioners, on permanent duty in Upper Canada, for the year 1857	8000	0	0			
Compensation to Pensioners in lieu of Land	2488	6	8			
Salary of a Medical Superintendent for Criminal Lunatics at Penitentiary	300	0	0			
Contingent Expenses of the same, including Salaries of the Keepers	500	0	0			
Aid towards Emigration Expenses for the present year	8000	0	0			
Amount required to meet the deficiency of Expenses of Water Police, Quebec, for the present year	750	0	0			
For the Expenses of River Police, Montreal, for the year 1857	8916	0	0			
For Expenses in Compiling, Preparing, and Printing the Tables and Index to the Laws in Force, as per Resolution of Legislative Assembly	6000	0	0			
To pay G. W. Wicksteed, Law Clerk, Legislative Assembly, for Compiling a Table to the Provincial Statutes in force in Western Canada, with a continuation of the Index to the Statutes to the end of the Session of 1856	600	0	0			
To enable the Honorable W.H. Draper to proceed to England on Public Business	500	0	0			
do A. R. Roche to assist the Honorable W. H. Draper on said Mission	100	0	0			
Grant to Sir W. E. Logan, by Address, 30th June, 1856	500	0	0			
do for Parliamentary Library, do	1000	0	0			
Undrawn balance of Superior Education Estimate of Upper Canada, for 1856	388	17	2			
Aid to the Natural History Society, Montreal, towards the Expenses of a Convention Scientific	500	0	0			
				114456	6	7
<i>Education.</i>						
Aid towards Superior Education Income Fund, Lower Canada				5000	0	0
do do Upper Canada				5000	0	0
Distributed as follows:—						
Aid to Upper Canada College	£1111	2	2			
do Victoria College	750	0	0			
do Queen's College	750	0	0			
do Regiopolis College, Kingston	750	0	0			
do Grammar School Fund, Upper Canada	938	17	10			
do St. Michael's College, Toronto	500	0	0			
do Bytown College	200	0	0			
	£5000	0	0			
<i>Carried forward</i>				£ 863587	18	5

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Education—(Continued.)</i>						
<i>Brought forward</i>				368537	18	5
Additional sum for Common Schools Upper and Lower Canada.....				40000	0	0
[£1000 of which out of the Lower Canada share for Normal Schools.]						
<i>Miscellaneous Items.</i>						
For Ocean Steam Service				50000	0	0
For Tug Service between Montreal and Kingston				6750	0	0
For do below Quebec				11800	0	0
For purchase of Arms, Accoutrements, and Ammunition for Militia, Canada				3500	0	0
Total, Currency.....			£	475087	18	5

W. CAYLEY,

Inspector General.

INSPECTOR GENERAL'S OFFICE,

Toronto, May, 1857.

GENERAL ESTIMATE of the probable Amount of the PUBLIC EXPENDITURE, &c.—(Continued.)

Under what Acts Authorized.	HEADS OF EXPENDITURE	Amount Currency.			HEADS OF REVENUE			Amount Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
	<i>Under Acts of the Provinces of Canada.—</i>									
	<i>Brought over</i>						<i>Brought over</i>			
Act 12 Vic. cap. 64	Salary of the Chancellor and other Officers established under this Act.....	726945	3	6						
do 12 Vic. cap. 63	Salary of Chief Justice, Judges, and other Officers under this Act.....	5000	0	0						
do 12 Vic. cap. 60, and 13 & 14 Vic. cap. 48	Salary of the Superintendent of Education, Canada East, and Clerks.....£1500 0 0	7000	0	0						
	do do, Contingencies..... 1100 0 0									
	do do do, Canada West, do	2600	0	0						
	do do, Arrears of Contingencies, East & West	2600	0	0						
do 18 Vic. cap. 77	Provincial Geological Survey	700	0	0						
do 14 & 15 Vic. cap. 106	Amount to be distributed among Indian Tribes, Lower Canada	5000	0	0						
do 14 & 15 Vic. cap. 52	On account of the Expenses of the Trinity House, Quebec and Montreal, and for the Maintenance of Light Houses in Upper Canada.....	1000	0	0						
	Expenses of Recorder's Courts, Upper Canada.....	20000	0	0						
	Allowance to Agricultural Societies in Upper and Lower Canada	600	0	0						
do 14 & 15 Vic. cap. 117.	Salary of Provincial Post Master General.....	20000	0	0						
do 8 Vic. cap. 54, and 16 Vic. cap. 18	To meet deficiency of Post Office Revenue for 1856	1250	0	0						
do 18 & 14 Vic. cap. 17, and 18 Vic. cap. 89	For the year ended 31st March, 1857.....£ 3864 18 1									
	For half-year ended 30th September, 1857..... 15000 0 0									
	<i>Carried down</i>	54864	18	1			<i>Carried down</i>	1552500	0	0
		847560	1	7						

GENERAL ESTIMATE of the probable Amount of the PUBLIC EXPENDIURE, &c.—(Continued.)

Under what Acts Authorized.	HEADS of EXPENDITURE	Amount Currency.			HEADS of REVENUE			Amount Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
	<i>Under Acts of the Province of Canada—</i> <i>(Continued.)</i> <i>Brought down.....</i>	847560	1	7				1552500	0	0
Act 18 Vic. cap. 89	Per centage on Salaries of Public Officers	10000								
	Expenses of Collection of Public Revenue viz:—									
	Customs	£75000								
	Excise	3000								
	Public Works.....	50000								
	Fines and Forfeiture, includ- ing Seizures	5000								
	Territorial Revenue	40000								
	Repairs of Public Works	153000								
		35000								
	Amount of Estimate to be provided for year 1857	1045560	1	7						
	Total Estimated Expenditure for 1857.....£	475087	18	5				1552500	0	0
		1820647	15	0						
	Total Estimated Revenue for 1857.£							1552500	0	0

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, May, 1857.

PRINTED BY ROLLO CAMPBELL, CORNER OF YONGE AND WELLINGTON STREETS, TORONTO.

SUPPLEMENTARY ESTIMATE

**Of certain EXPENSES of the CIVIL GOVERNMENT of
the PROVINCE of CANADA, for the Year 1857;
for which a Supply is required.**

S E R V I C E .	Total Currency.		
	£	s.	d.
<i>Aid to the following Mechanics' Institutes, at £50 each:—</i>			
Montmagny, Fraserville, Streetsville, North Wellington, L'Avenir, Danville, (County Richmond,) Ste. Rose, (County Lavalle,) L'Assomption, (County L'Assomption,) St. Ambroise de Kildare, (County Joliette,) St. Michel de Lachine, (County Jacques Cartier,) Cayuga.—11, at £50.....	550	0	0
Aid to the London Mercantile Library Association; St. Patrick's Literary Asso- ciation, City of Ottawa; and Institute Canadien, Montreal.—8 at £50 each	150	0	0
do Corporation Montreal General Hospital; and St. Patrick's Hospital, Mont- real.—2 at £250 each	500	0	0
do London Hospital	350	0	0
<i>Miscellaneous.</i>			
Aid to Colonization Fund, Canada East and West.....	25000	0	0
do for the purchase and carriage of Canadian products, manufactures, and works of art, intended for exhibition at the Crystal Palace, and for the liquidation of unsettled Accounts connected with the Great Paris Exhi- bition, and the fitting up of the space allotted to Canada, at the Crystal Palace	1000	0	0
Compensation to Mrs. Stewart, for losses in 1837-8.....	50	0	0
Louis Vincent, an infirm Indian schoolmaster, Huron Tribe, (stands in former Estimates)	25	0	0
For aid to "Board of Arts and Manufactures for Upper and Lower Canada."— £250 each.....	500	0	0
Total.....£	28125	0	0

W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, 30th May, 1857.

PRINTED BY BOLLO CAMPBELL, CORNER OF YONGE AND WELLINGTON STREETS, TORONTO.

ESTIMATES.

PUBLIC WORKS DEPARTMENT, 1857.

	£	s.	d.
<i>St. Lawrence Navigation.</i>			
Towards Sundry Works, admission-gates and race-way Galops Canal—Completion of Junction Canal,—Houses for Bridge-tenders,—Works for admission of greater volume of water for navigation and milling purposes, Cornwall Canal—Sluices and race-ways at Beauharnois Canal for same—Pier at Head of Coteau Rapids—Extension of Pier at Head of Lachine Canal—Completion of rock cutting over water—Additional wharfing below Wellington Street Bridge, &c., regulating gates in race-way at Lock 3, and contingencies	20462	0	0
<i>Ottawa Navigation Works.</i>			
Towards the Works at Chats and Chaudière Canals, Lights, Buoys and Pier below Ottawa, at l'Original, for this year	83000	0	0
Towards completion of Provincial Light Houses, including apparatus, freight, construction of caissons for Point Pelée, ways for launching the same, repair of Port Dover and Rondeau Lights	26504	0	0
Towards three Iron Vessels for floating lights above Lachine, for this year	8150	0	0
Towards Pier and Harbour Works for shelter on Lake Erie, for this year	5000	0	0
Towards Pier and Harbour Works for shelter on Lake Huron and Georgian Bay, for this year	10000	0	0
Dredging and Buoying at Picton and Presqu'Isle	1800	0	0
Back Waters, Newcastle District, River Trent, towards completion of sundry Works at Bobcaygean, constructing Flume with Masonry Sides at rear of Lock Walls, repairs of Bridge at Buckhorn, new Lock at Lindsay, Rock Excavation in Bed of River below Lock, Sundry Dredging at Scugog River, repair of Dam at Heely's Falls in River Trent, and of Lock at Crook's Rapids, for this year	9000	0	0
Towards five new Light Houses in Bay of Quinté	750	0	0
Towards New Light Houses in the Gulf and River St. Lawrence, viz:—SUPERIOR CLASS, Cap Ray, Cap Whittle, Point Fereol, Battle Island, Manacouagan Shoal, Cap Norman, Point Observation, Cap Chats and Metis,—INFERIOR CLASS, Brandy Pots, Pilgrims, Crane Island, Madame Island, and Point St. Lawrence	20000	0	0
Burlington Bay Canal, erection of New Light House, sundry general repairs to Piers, two Ferry Scows	4980	0	0
Towards deepening Channel, and improvements of North River and Petite Nation Survey	900	0	0
<i>Public Buildings.</i>			
Repairs and Rents of Public Buildings	7500	0	0
Addition to appropriation for Custom House, Hamilton	1500	0	0
do do for Post Office, London	3500	0	0
do do for Post Office, Kingston	4450	0	0
do do for Custom House, Kingston	5000	0	0
Gun Sheds, Hamilton, Ottawa, Toronto, Quebec	2943	8	3
Completion of Survey of the Ottawa	10000	0	0
<i>Carried over</i>	£ 170889	8	3

ESTIMATES.—(Continued.)

<i>Public Buildings.—(Continued.)</i>		£	s.	d.
<i>Brought over</i>		170889	8	8
Towards the formation of a Road along the Matapedia River to the mouth of the Causapsca, and from the head of Lake Matapedia to the St. Lawrence, through the settlements of Vignette and St. Flavien, for this year.		2500	0	0
Towards construction of a Road from the Ninth Lot in the Township of St. Denis to the Township of Cap Chats, for this year		2500	0	0
Improvement of Post Road between Grande Baie and Malbaie		500	0	0
Removing Piers of old Bridge, which obstruct the navigation of the Thames above Chatham, and removing the drift wood, &c., thence to the mouth of the River		1000	0	0
For surveys and inspections		4000	0	0
Arbitrations and damages		10000	0	0
<i>Lumbering Works—River Ottawa.</i>				
Mooring Piers at Chats Rapids—Little Chaudière—at Suspension Bridge—Booms at mouth of Black River—Piers at the Gatineau—Sundry Works at the Remous Rapids—Long Sault and Carillon Rapids—Rapids des Ecors—Des Prairies Rapids—Petiwawa—Roads and Bridges for the service of the Slide from Portage du Fort to the head of the Calumet, contingencies		10094	0	0
<i>Lumbering Works—River St. Maurice.</i>				
To complete the works at Managance Falls—Chains for Booms—Additional Piers in east Channel at the mouth of the River—To complete the works at the Grais, contingencies		2695	10	0
<i>Miscellaneous.</i>				
Sundry works for opening the River from Lake St. John to Chicoutimi		3500	0	0
Towards Quebec Post Office		5000	0	0
Purchase of land at the Gatineau for lumbering purposes		500	0	0
To pay Seigniorial dues on the Spencer Wood property		1872	0	0
Aid towards opening a communication with Red River		5000	0	0
Total		£ 220450	18	8

RETURN

TO AN ADDRESS from the LEGISLATIVE ASSEMBLY, to His Excellency the Governor General, dated the 5th May, 1856, praying His Excellency to cause to be laid before the House, "A Return of all Reports of Explorations and Surveys, if any made by Engineers or others, since the year 1835, employed to examine the Valley of the Trent, and the country westward, to Lakes Simcoe and Huron, with the view of constructing a Canal from the Bay of Quinté to Lake Huron."

By Command,

T. LEE TERRILL,

Secretary.

Secretary's Office,

Toronto, 3rd March, 1857.

CROWN LANDS DEPARTMENT,

TORONTO, 23rd May, 1856.

SIR,—I have to acknowledge the receipt of your letter of the 8th instant, requesting me to furnish you, for the information of the Legislative Assembly, with a Return of all Reports of Explorations and Surveys, if any, made by Engineers and others, since the year 1835, employed to examine the Valley of the Trent, and the country westward, to Lakes Simcoe and Huron, with the view of constructing a Canal from the Bay of Quinté to Lake Huron, and to inform you, in reply, that the Reports are not of record in this Department, but are contained in the Appendices to the Journals of the Legislative Assembly of Upper Canada, for the Sessions of 1833-34, 1837-38, and 1839-40.

For subsequent operations, reference should be had to the Department of Public Works.

I have the honor to be, Sir,

Your most obedient servant,

JOSEPH CAUCHON,

Commissioner of Crown Lands.

The Hon George E. Cartier,

Provincial Secretary, &c. &c. &c.

PUBLIC WORKS,
TORONTO, 21st February, 1857.

SIR,—As requested by your letter of the 27th of last May, I am directed to inclose to you herewith copies of Reports of Mr. Samuel Keefer and Mr. James Lyons, upon the Survey for a proposed "Trent Canal," and to state that they are the only Documents in this office connected with "Trent Surveys."

This Department has been in existence only since 1841.

I have the honor to be, Sir,

Your obedient servant,

THOMAS A. BEGLY,
Secretary.

E. A. Meredith, Esq.,
Assistant Secretary.

BOARD OF WORKS,
MONTREAL, 23rd April, 1846.

SIR,—In reference to Mr. Lyons's Survey for a Canal to connect the reach above Heely's Falls, upon the River Trent, with the Bay of Quinté, I have the honor to report as follows:

The Otonabee, which empties itself into Rice Lake about twelve miles from the lower end, has been made navigable as far up as Peterboro', and the object of the present Survey was to ascertain the practicability and expense of connecting the Rice Lake with Lake Ontario by an inland canal of the same size as the Rideau, corresponding with which the locks upon the Otonabee and Trent have been built.

The difference of level between Rice Lake and Ontario is about three hundred and sixty-five feet, so that the whole fall to be overcome is thirty-five feet more than that of the Welland Canal, which is three hundred and thirty feet.

The lock at Crook's Rapids, situated at the foot of Rice Lake, overcomes a fall of eight feet, and opens a navigation of fifty-three miles in extent, from Peterboro' to Heely's Falls, at which place the present Survey begins.

Between Heely's Falls and the mouth of the Trent, another reach of twenty and a half miles of this river has been made navigable by means of a lock at Chisholm's Rapids, the face of which is eight and three quarters feet.

This navigable portion of the Trent extends from Percy Landing nearly down to the widow Harris; and in order to complete the navigation, it is necessary to construct a Canal from Heely's Falls to Percy Landing, the distance by the river being twelve and a half miles, and the fall two hundred and thirty-two feet; and another from widow Harris to the mouth of the Trent, the distance by the river being nine miles, and the fall in that distance one hundred and ten and a half feet.

In the first Survey of the Trent made by Mr. Baird in the year 1833, he proposed to make this River navigable by means of a series of locks and dams; and in accordance with his plans the three locks above mentioned, and the dams with which they are connected, were undertaken by the Commissioners; and have since been completed under the direction of the Board of Works, for the purpose of taking advantage of the long reaches of the river, which are made available by their means.

But since the erection of the slides upon the Trent, and the great impetus that has been given to the Lumber trade in consequence, it has now become sufficiently apparent that the system of locks and dams is neither a suitable nor a safe one to be adopted for this navigation.

Nor would it be wise (even supposing that the immense quantities of timber

descending the Trent could be conducted down it without injury to the works) to expend so large a sum as would be necessary to make this navigation, when the essential structures upon which its very existence depends, viz., the dams, are subject to annual and sudden floods, and the failure of only one of which might possibly cause the destruction of the whole.

In making the present Survey, it was therefore laid down as a fixed principle, that the Canal should be made inland, and beyond the influence of the floods; and notwithstanding it was evident from the formation of the country that both shores of the river were composed of stratified limestone, it was considered as the only safe and proper mode of accomplishing the end in view.

From various reports made to me of the existence of ravines, which afforded facilities for making the Canal around Heely's Falls, I hoped to be able to find an inland route from thence to Percy Landing, but after much time and pains spent by Mr. Lyons in the search, no such favorable line could be found. He was therefore under the necessity of resorting to the bed of the river itself as the only practicable means of surmounting the obstacles to the navigation presented between Heely's Falls and Crow Bay.

This portion of the river comprehends his first section, which is one mile and thirty-five chains long; and the fall, which is seventy-nine and a quarter feet, is proposed to be overcome by eight locks. His estimate for this section is £46,255 10s. 5d.

I am fully persuaded, however, that this part of his plan will not answer, both on account of the interference of the lumber trade with his proposed navigation, as well as the danger to which his works must be subject in consequence of floods and descending timber and masts.

In the first place, his navigation would be stopped or suspended during the running season for timber; and in the second place, it is in danger of being totally destroyed. If no better route than this can be found, this section must be reported as impracticable; but I am not prepared to pronounce it so, because I conceive that, at an additional expense, it is possible to carry the Canal along the brow of the hill until the level of the table land on the west side is attained, and then to descend from it into Crow Bay. The Survey made by Mr. Lyons was completed too late in the season to admit of further examination upon this point.

The second section of Mr. Lyons' Survey is as favorable as could be expected, when it is taken into consideration that the line for the Canal must necessarily pass through rock cutting; and he has been enabled to select a very good line upon the west side of the river, out of reach of the floods; and away from the banks of the river.

The fall in this distance is one hundred and fifty-three feet, and can be overcome by twelve Locks. His estimate for it is £112,738 12s. 11d.

The third section, from the widow Harris's to the Bay of Quinté, is also as favorable as can be expected, from the rocky nature of the country through which it must pass. The route selected is upon the west side of the river, and the selection appears to have been judiciously made. The length of this section is very nearly nine miles. The fall is one hundred and ten and a half feet, and is surmounted by nine locks. His estimate for it is £96,309 19s. 8d.

The entire length of Canal comprehended in these three sections is eighteen and a quarter miles. The total fall to be overcome is three hundred and forty-two and three-fourths feet; the number of locks required is twenty-nine; and the total cost is estimated by Mr. Lyons at £255,304 8s.

Upon the careful review of the estimates, I am convinced that Mr. Lyons has not made sufficient allowance for the difficulties to be encountered in carrying the proposed works into execution.

I have taken the sections furnished by him, calculated the quantities and

affixed prices such as works of the same class now under contract with the Board have been taken at, and in this manner my estimate for the

First section is.....	£ 65,455
Second section.....	189,383
Third section.....	144,465

Total.....£399,303

This amount is exclusive of land damages, which it is impossible to estimate with any degree of certainty.

It is unnecessary to take up your attention with the details of this estimate, or to point out all the differences between this and the one furnished by Mr. Lyons; but I will merely observe that a lock of twelve feet lift, one hundred and thirty-five long in the chamber, thirty-three feet wide, and with four and a half feet of water on the sills, including gates and working gear complete, is estimated by Mr. Lyons at £3,547, and by me at £4,700.

After the experience of the last six years, as to the cost of stone locks in various parts of the Province, I am quite safe in saying that locks of the size and description intended for this navigation cannot be built for the sum stated by Mr. Lyons. Those of the Welland Canal have cost upwards of £6,000 each.

I have therefore to observe, in conclusion, that, according to the best judgment I can form of the projected improvement of the Trent, my opinion is, that it would require an appropriation of £400,000 to cover the cost of it, independently of the expense of land damages; but that as regards the first section, from Heely's Falls, to Crow Bay, a different line from that surveyed by Mr. Lyons must be selected; and as regards the other two sections, it may be found, upon further examination, that trifling deviations may be made in the line by which the Canal may be improved without additional expense.

I have the honor to be, Sir,

Your obedient servant,

(Signed.)

SAMUEL KEEFER,

Engineer Board of Works.

The Hon. Hamilton H. Killaly.

COBOURG, 24th March, 1846.

Sir,—I have the honor of herewith submitting to you the issue of the Surveys intrusted to me by orders of the Board, of two lines of Canals, the one being to connect Rice Lake with the Bay of Quinté, and the other, uniting the waters of Lake Ontario with the said Bay by a canal.

In reporting on those contemplated improvements, many considerations present themselves, and I availed myself of every means within my power of arriving at a just conclusion.

With regard to the first named work, it certainly appears most desirable that the waters of the Trent should be made available: they pass through a fine country rapidly filling up with settlements, and every day being cleared from the forest, which is giving place to cultivated farms.

In the neighbourhood of Crow River there are extensive ore beds; the working of which is prevented solely by the want of some means of transport; and the people in that section have always been led to believe that it was the intention of the Government to open up the navigation.

The long stretch of water communication runs in a diagonal line across the two districts of Colborne and Newcastle, presents great facilities for trade and commerce, and as it was my duty last year to enter fully into the advantages likely to be derived from the improvements, made under the direction of the Board, it is therefore not necessary for me on the present occasion to recapitulate those argu-

ments, but merely to refer to the map of the two districts which at one view will present the great extent of country that would be benefited by those improvements.

The Report on the Peterboro' and Asphodel road, and the other information required from me by the Board, will be prepared and forwarded as soon as possible.

I have the honor to be,

Sir,

Your most obedient servant.

(Signed,) JAMES LYONS.

Thomas A. Begly, Esq.
Secretary, Board of Works,
&c. &c. &c.

IMPROVEMENT OF RIVER TRENT.

REPORT on the practicability of connecting the Reach above Heely's Falls and the Bay of Quinté by a Canal inland and using those sections of the river which are at present navigable.

The strong objections against damming the bed of a river in any instance, particularly where there is a strong current, rendered it necessary to make a most careful examination of the country between Heely's Falls and Crow Bay; a ravine was pointed out by the inhabitants, which has always been considered practicable and which is shewn on the plan of this section.

In the hope of finding it so regardless of its distance, I commenced a line of levels, and at a distance of 33 chains, 85 links, from the river, arrived at a level 11.76 feet above the top of the dam, and at a distance of 1 mile, 42 chains, 59 links, obtained a level 51 feet above the same point.

I then had to return to the bed of the river.

The plan and section will shew the plan proposed for its improvement: its cost per estimate will amount to £46,255 10s. 5s., which will carry the navigation to Crow Bay, a very fine sheet of navigable water not less than 10 feet deep at its lowest level: the distance from Heeley's to Crow Bay by the bed of the river is 1 mile, 35 chains, 40 links, and the difference of level lowest water 79.246 feet.

The next section inland is from Crow Bay to Percy Landing, a distance of 8 miles, 69 chains, 29 links, with a difference of level 153,102 feet; the shape of the ground selected is admirably adapted, which will appear by an examination of the section: the cuttings and embankments are not great, but entirely through solid rock—the cost as per estimate amounts to £112,738 12s. 11d.

From Percy Landing the river is made navigable by the lock of Chisholm's Rapids for a distance of about 14 miles: from thence to widow Harris' it is not navigable, there being two bars with only 3½ feet of water covering them, but by the improvement embraced in the estimate of the 3rd and following section, its navigation will be made complete: the probable distance is 6 miles, 42 chains, 70 links.

From widow Harris' to the point near the mouth of the river where the first lock was originally proposed (and which is in part excavated from thence towards the river) a distance of 7 miles, 77 chains, 30 links inland, and the difference of level 116,472 feet will cost as per estimate £96,309 19s. 8½d., making the cost of the improvement from Heeley's Falls to the Bay of Quinté, amount to £255,304 3s. 0½d., and making the navigation from Peterboro to the mouth of the Trent complete and to correspond with the vessels adapted for the Rideau Canal.

As before observed the section throughout the whole of the inland route could not be much more favorable so far as regards the *shape* of the land and its course—it crosses very few streams, and it happens that the surface of the largest of these comes on a level with the surface level of the Canal, and can be discharged in their former bed without any extra expense.

In the final location of the inland route, trifling savings may be effected by slight deviations from the line presented.

(Signed,)

JAMES LYONS.

ESTIMATE of the probable cost of constructing a Canal inland, to connect Heeley's Falls and the mouth of the River Trent—40 feet wide at bottom in rock, perpendicular side slopes on embankment, 2 to 1 Locks, 135 x 33 x 9

FIRST SECTION—FROM HEELEY'S FALLS TO CROW BAY, ALONG THE BED OF THE RIVER.

Description of Work.	Quantity.	Rate.	Amount.		Totals.	
			£	s. d.	£	s. d.
	C. Yds.					
Entrance pier			180	1 0		
1 coffer dam at Heeley's, no pumping required			44	0 0		
Rock excavation in lock pits, &c.	80907	3s. 9d.	5795	1 3		
3 dams, 8, 8 and 7, 25 feet high, with slides—£1500 5s. ea.			4527	17 0		
1 stone dam in ravine	380	5s.	95	0 0		
Stone walls at lock	4622	15s.	3466	10 0		
1 copper dam at entrance from Crow Bay, its removal and pumping			340	0 0		
2 locks combined, 10 feet lift, including gates, &c.			7027	0 0		
1 lock single, 14 feet lift, including gates, &c.			4174	0 0		
1 do 9 do do do			3242	10 0		
1 do 14 do do do			4174	0 0		
1 do 7.25 do do do			3385	10 0		
1 do 8 do do do			3481	10 0		
1 do 8 do do do			3481	10 0		
Pumping water to hang lock, gates, &c.			15	0 0		
			£43220	9 3		
Add 7 per cent. for contingencies and unforeseen expenses			3026	1 2		
Length of this Section, 1 mile, 35 chains, 40 links.						
Difference of level, lowest water 70,246 feet.						
					£ 46255	10 5

SECOND SECTION—FROM CROW BAY TO PERCY LANDING.

1 coffer dam at Crow Bay and removal, no pumping			134	0 0		
1ST MILE.						
Clearing 18 acres		£2	36	0 0		
Grubbing 6 acres		£10	60	0 0		
Top excavation, loose rock and earth	16800	1s. 3d.	1050	17 0		
Do solid rock, including passing places	41869	8s.	6208	17 0		
Do do lock pits	7757	3s. 9d.	1454	8 9		
Do loose rock and earth	1727	1s. 3d.	107	18 9		
Embankments	7223	10d.	300	19 2		
Crow Bay under water	444	5s.	111	0 0		
					0458	3 8
2ND MILE.						
Clearing 24 acres		£2	48	0 0		
Grubbing 8 acres		£10	80	0 0		
Top excavation, loose rock and earth	16829	1s. 3d.	1051	16 3		
Do solid rock, including passing places	41194	3s.	6177	12 0		
Embankments	14243	10d.	593	9 2		
					7050	17 5
3RD MILE.						
Clearing 44 acres		£2	88	0 0		
Grubbing 14 acres		£10	140	0 0		
Top excavation, loose rock and earth	18422	1s. 3d.	888	17 6		
Do solid rock, including passing places	6682	3s.	994	16 0		
Do lock pits, solid rock	2580	3s. 9d.	488	15 0		
Do lock, loose rock and earth	865	1s. 3d.	54	1 8		
Embankments	36462	10d.	1519	5 0		
					8914	14 9

ESTIMATE—2ND SECTION—(Continued.)

Description of Work.	Quantity.	Rate.	Amount.	Totals.
	C. Yds.		£ s. d.	£ s. d.
4TH MILE.				
Clearing 3 acres		£2	6 0 0	
Grubbing 1 acre		£10	10 0 0	
Top excavation, loose rock and earth	15197	1s. 3d.	949 16 3	
Do solid rock, including passing places	30803	3s.	4620 9 0	
Do lock pits, solid rock	4678	3s. 9d.	877 2 6	
Do lock, loose rock and earth	865	1s. 8d.	54 1 3	
Embankments	30787	10d.	1282 15 10	
				7800 4 10
5TH MILE.				
Clearing 24 acres		£2	48 0 0	
Grubbing 8 acres		£10	80 0 0	
Top excavation, loose rock and earth	15721	1s. 3d.	982 11 3	
Do solid rock, including passing places	38047	3s.	4957 1 0	
Do lock pits, solid rock	6401	3s. 9d.	1200 3 9	
Do lock, loose rock and earth	2444	1s. 8d.	152 15 0	
Embankments	9415	18s.	392 5 10	
				7812 16 10
6TH MILE.				
Clearing 24 acres		£2	48 0 0	
Grubbing 8 acres		£10	80 0 0	
Top excavation, loose rock and earth	16800	1s. 3d.	1050 0 0	
Do solid rock, including passing places	15107	3s.	2266 1 0	
Do lock pits, solid rock	6668	3s. 9d.	1250 5 0	
Do lock, loose rock and earth	1727	7s. 8d.	107 18 9	
Embankments	36318	10d.	1513 5 0	
				6315 9 9
7TH MILE.				
Clearing 15½ acres		£2	31 0 0	
Grubbing 5½ acres		£10	51 18 4	
Top excavation, loose rock and earth	13914	1s. 3d.	869 12 6	
Do solid rock, including passing places	14242	3s.	2136 6 0	
Do lock pits, solid rock	6226	3s. 9d.	1167 7 6	
Do lock, loose rock and earth	1604	1s. 3d.	100 5 0	
Embankments	19063	10d.	794 5 10	
				5150 10 2
8TH MILE.				
Clearing 6 acres		£2	12 0 0	
Grubbing 2 acres		£10	20 0 0	
Top excavation, loose rock and earth	11060	1s. 3d.	691 5 0	
Do solid rock, including passing places	24920	3s.	3788 0 0	
Embankments	14666	10d.	611 1 8	
				5072 6 8
69.29 CHAINS.				
Clearing 9 acres		£2	18 0 0	
Grubbing 3 acres		£10	30 0 0	
Top excavation, loose rock and earth	13064	1s. 3d.	816 10 0	
Do solid rock, including passing places	21988	3s.	3298 4 0	
Do lock pits, solid rock	4310	3s. 9d.	808 2 6	
Do lock, loose rock and earth	1514	1s. 3d.	94 12 6	
Embankments	20146	10d.	839 8 4	
Coffer Dam at Percy, its removal and pumping			121 0 0	
				6025 17 4

ESTIMATE—3RD SECTION.

FROM WIDOW HARRIS' TO THE MOUTH OF THE TRENT.

Description of Work.	Quantity.	Rate.	Amount.	Totals.
1ST MILE.				
Clearing and grubbing	None.			
Top excavation, loose rock	11808	2s. 6d.	1476 0 0	
Do solid rock including passing places	1848	3s.	277 4 0	
Embankment	8744	10d.	864 6 8	2117 10 8
2ND MILE.				
Clearing 4½ acres		£2	9 0 0	
Grubbing 1½ acres		£10	15 0 0	
Top excavation, loose rock and earth	2397	1s. 3d.	149 16 3	
Do solid rock including passing places	629	3s.	94 7 0	
Do earth	15681	6d.	392 0 6	
Embankments	96648	10d.	4026 15 10	4686 19 7
3RD MILE.				
Clearing 18 acres		£2	36 0 0	
Grubbing 6 acres		£10	60 0 0	
Top excavation, loose rock and earth	17185	1s. 3d.	1074 1 3	
Do solid rock, including passing places	27353	3s.	4102 19 0	
Do lock pits, solid rock	8232	3s. 9d.	606 0 0	
Do loose rock and earth	861	1s. 3d.	53 16 3	
Embankments	37088	10d.	1543 5 0	7476 1 6
4TH MILE.				
Clearing 18 acres		£2	36 0 0	
Grubbing 6 acres		£10	60 0 0	
Top excavation, loose rock and earth	17407	1s. 3d.	1087 18 9	
Do solid rock, including passing places	26392	3s.	3958 16 0	
Do lock pit, solid rock	3875	3s. 9d.	726 11 3	
Do loose rock and earth	861	1s. 3d.	53 16 3	
Embankments	25469	10d.	1061 4 2	6984 6 5
5TH MILE.				
Clearing 18 acres		£2	36 0 0	
Grubbing 6 acres		£10	60 0 0	
Top excavation, loose rock and earth	16693	1s. 3d.	1043 6 3	
Rock do including passing places	32085	3s.	4812 15 0	
do do lock pits, solid rock	5324	3s. 9d.	998 5 0	
do do loose rock and earth	1605	1s. 3d.	100 6 3	
Embankment	14398	10d.	599 18 4	7650 10 10
6TH MILE.				
Clearing 18 acres		£2	36 0 0	
Grubbing 6 acres		£10	60 0 0	
Top excavation, loose rock and earth	18115	1s. 3d.	1007 3 9	
Rock do including passing places	21058	3s.	3158 14 0	
do do lock pit, solid rock	2525	3s. 9d.	473 8 9	
do do loose rock and earth	861	1s. 3d.	53 16 3	
Embankment,	30641	10d.	1272 10 10	6061 13 7

ESTIMATE—3RD SECTION—(Continued.)

Description of Work.	Quantity.	Rate.	Amount.	Totals.
	C. Yds.		£ s. d.	
7TH MILE.				
Clearing 18 acres		£2	36 0 0	
Grubbing 6 acres		£10	60 0 0	
Top excavation, loose rock and earth	18015	1s. 3d.	1125 18 9	
Solid rock do, including passing places	30959	3s.	4643 17 0	
Embankments	22054	10d.	960 11 8	6826 7 6
77.30 CHAINS.				
Clearing 7½ acres		£2	15 0 0	
Grubbing 2½ acres		£10	25 0 0	
Top excavation, loose rock and earth	13611	1s. 3d.	850 13 9	
Solid rock do, including passing places	25964	3s.	3894 12 0	
Lock pits do, solid rock	15245	3s. 9d.	2877 3 9	
Do do, loose rock and earth	3379	1s. 3d.	211 3 9	
Embankment	19384	10d.	807 13 4	
Rock excavation under water	763	5s.	190 15 0	
Side drain	717	7½d.	22 8 1½	
Coffer dam, its removal and pumping			177 0 0	9071 9 3½
LOCKS, &c.				
Piers for stop logs, &c.			156 13 0	
1 lock 12 feet lift, with lock gates, &c.			4072 0 0	
1 do 12 do do			3547 0 0	
1 do 10 do do			3271 0 0	
1 do 14 do do			3824 10 0	
1 do 10 do do			3271 0 0	
2 do combined, 14 and 12 feet lift do			6605 10 0	
1 do single 14 do do			3824 10 0	
1 do do 14.27 do do			3889 0 0	32461 3 0
CULVERTS, BRIDGES, &c.				
4 swing bridges, @ £600 each			2400 0 0	
1 culvert, 40 feet span			1435 0 0	
Wing dam at widow Harris', 792 x 2 high			270 14 0	
Opening present dam and removing boulders			20 0 0	
Stone wall at island	1610	at 5s.	402 10 0	
1 dam at old saw mill, and removing the old			850 0 0	
Pumping water to hang gates at the mouth of Trent			15 0 0	
8 lock keepers' houses, @ £160 each			1280 0 0	
Length of this Section, 7 miles, 77 chains, 30 links.				£ 6673 4 0
Difference of level, 110.472 feet.				

ESTIMATE—3RD SECTION—(Continued.)

RECAPITULATION.

	Amount.			Totals.		
	£	s.	d.	£	s.	d.
1st mile	2117	10	8			
2nd do	4686	19	7			
3rd do	7476	1	6			
4th do	6984	6	5			
5th do	7650	10	10			
6th do	6061	18	7			
7th do	6826	7	5			
77.80 chains	9071	9	8½			
Lockage, &c. &c.				50874	19	8½
Culverts, Bridges, &c. &c.				32461	8	0
				6873	4	0
Add 7 per cent. for contingencies and unforeseen expenses				£	90009	6 8½
					6300	13 0
				£	96309	19 8½

ABSTRACT ESTIMATE of the Canal Inland to connect Heeley's Falls and the mouth of the River Trent.

	£	s.	d.	£	s.	d.
1st Section, from Heeley's Falls to Crow Bay	46255	10	5			
2nd Section, from Crow Bay to Percy Landing	112738	12	11			
3rd Section, from widow Harris' to mouth of Trent	96309	19	8½			
				£	255304	3 0½

Nothing allowed for engineering, superintending or damages for Land.

(Signed,)

JAMES LYONS.

TORONTO:

PRINTED BY JOHN LOVELL, YONGE STREET.

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 3rd instant, praying His Excellency to cause to be laid before the House, "a Copy of the Report of Walter Shanly, Esquire, on the Valley of the Ottawa, made in March last."

By Command.

T. LEE TERRILL,

Secretary.

SECRETARY'S OFFICE,

Toronto, 9th June, 1857.

(Copy.)

TORONTO, 4th March, 1857.

Sir,—On the 19th September last, I received instructions from you to make an exploratory survey through the interior of the Southern Valley of the Ottawa, to extend from the Chats Lake, on the Ottawa River, to some eligible place of harborage on the Georgian Bay.

The survey, it was stated, was to be made with a view to ascertaining the facilities existing for the construction of an arterial line of Railway through the heart of the Valley; as well as for the purpose of obtaining a general knowledge of the characteristics, as regards soil, timber, &c., of the almost untrodden forest-region lying between the western limit of the County of Renfrew, and the eastern coast of Georgian Bay. The selection of the point of departure from the waters of the Ottawa, as well as of the terminating point on those of Lake Huron, was left wholly to myself.

After passing what is termed the "new District Line," the present western boundary of Renfrew, the territory on the line of exploration, apart from the lumbering operations carried on upon portions of the Bonnechère and Madawaska Rivers, may be considered as one vast and uninhabited wilderness. I deemed it unsafe, therefore, at the advanced period of the year when my instructions were received, to attempt a regular and systematic Railway survey with consecutive lines of levels, &c.; the necessarily slow progress of which would have involved a winter campaign in a region where every pound of provisions, camp-equipage, &c., requisite for the maintenance of those engaged on the exploring service, would have had to be carried with them, on the backs of men,

as they advanced into the interior; care being also had to provide sufficient supplies to support the parties, their work being completed, on their homeward route: not the least arduous part of such an undertaking, when it is remembered that on finishing the survey, they would find themselves, in the depth of winter, far in the interior, and many weary days' journey from the nearest settlements. I considered also that the obtaining of a proper knowledge of what manner of country it is, that constitutes the only remaining unsurveyed portion of Upper Canada, below the 46th parallel, might justly be looked upon as the primary object of the exploration, while the expense of making a Railway survey, on chance, through a *terra incognita*, could be judiciously deferred, where the expediency of constructing the road would hinge almost wholly on the result of the former inquiry. Under the circumstances, then, as the Commissioners have been already apprised by my letter of the 2nd October, I determined to limit my first operations to a general reconnoissance of the district to be explored; the boundaries and extent of which may be described as follows:—

The westerly line of the County of Renfrew, above noted, under the designation of the "new district line," forms the westerly boundary of this unsurveyed tract. The Georgian Bay, from the mouth of the Severn to that of the French River, limits it on the west. It extends southward to the rear line of the double tier of Counties fronting on Lake Ontario; while the waters of the French River and Lake Nipissing, of the Matawan and the Ottawa, define its outline on the north.

The Map of Canada accompanying this Report should be referred to by those desirous of comprehending the extent of territory contained within the lines above described, and which may be taken as equal to a parallelogram of about 160 miles long, by 90 miles wide, enclosing in round numbers, some 15,000 square miles, or about ten millions of acres.

In reporting the completion of such a survey as I have deemed it expedient to make, I will, with your permission, state the mode of operation adopted for carrying out the wishes of the Commissioners, before proceeding to detail the facts that have been elicited.

The choice of the first exploratory line through a forest country must ever in a great measure, be governed by chance; and that laid down for the guidance of the explorers in this instances probably possesses the same merit of being as likely to present a fair average of the characteristics of the wilderness, concerning which information was sought, as any that could have been selected in that manner. It is, as nearly as possible, central to the District in question; and follows, besides, the valleys of two of the largest streams, the Bonnechere and the Maganatawan, which receive the water-shed of the country draining Eastward to Ottawa and Westward to Lake Huron.

I divided the work into two sections; entrusting the task of exploring the Western half to Mr. B. W. Gossage, and the Eastern to Mr. Duncan Sinclair, P.L.S., both of them I knew to be well-skilled in "wood-craft," and they have proved themselves in all other respects fully qualified for the proper discharge of the somewhat arduous duties of the survey.

In instructing them as to the courses they were severally to follow, I selected "Byng Inlet," (the mouth of the River Maganatawan,) as the point of departure from the Georgian Bay: the confluence of the Bonnechere and Ottawa Rivers was the chosen starting point from the East; and Great Opeonga Lake, seated in the heart of the District, was fixed upon as the goal for which the two parties were to steer, and there unite their surveys.

By the end of September, two efficient parties, each consisting of about thirteen persons, principally "Voyageurs," of the half-breed caste, had been assem-

bled; and on the 9th October, the one under command of Mr. Gossage entered the Forest from Bying Inlet. On the following day, the other party, with Mr. Sinclair at its head, commenced operations at the eastern extremity of the line.

It was expected on both sides, that the appointed place of rendezvous would be reached by the middle of December; and, true to their calculations, on the twelfth day of that month the western party struck, just where it was intended it should, the southern extremity of Opeonga Lake, having accomplished something over 112 miles. The other party closed at the same point on the seventeenth, being then on their 95th mile, making the entire distance, from water to water, two hundred and eight miles, as near as may be. A line has thus been distinctly marked out through the forest from the waters of the Ottawa to those of Lake Huron, with posts set and numbered at the end of each mile.

In describing the features of the route, I will commence at its eastern extremity, and proceed westward.

The first forty-three miles from the mouth of the Bonnechere River lie within the County of Renfrew, and through a district to a considerable extent settled. There is excellent farming land along and adjacent to the valley of the stream, which also presents fine water-power, concentrated for the most part at the cascades or chutes, from three to twelve miles apart, and from 25 to 90 feet in height, the spaces between the falls or rapids being generally comparatively still-water, with a depth of from six to ten feet. The portion of the River lying within the County (43 miles), has an estimated fall of about 290 feet.

On crossing the County line, at "Golden" Lake, there entering upon unsurveyed territory, the land continues to be of a fair and level quality to the 45th mile: thence to Round Lake, eight miles, is low and swampy, with no near indications on either side of a change for the better.

From Round Lake, for some twenty miles, bringing us to the 73rd mile of the route, is over a barren, arid, sandy plain—wooded with red pine—and shewing huge hummocks of rock protruding here and there above the surface. To the south of this section of the Survey, isolated tracks of good hard-wood land may be descried amid the lofty and broken hills which stamp the outline of the country in that direction: but to the north Mr. Sinclair describes it as sandy, stoney, and mountainous, with scarce a living tree or animal remaining from the destruction of last summer's fires.

At the 72nd mile, the Bonnechere there assuming a northerly direction, the line leaves the valley of the river and keeps on its westerly course towards the southernmost point of the Great Opeonga Lake, the waters of which find their outlet to the Ottawa by the Madawaska River.

The first seventeen miles after leaving the valley of the Bonnechere, that is to say, from the 72nd to the 89th mile, are over very rough and hilly land.

Great forests of red pine stretch away to the north, towards the Valley of the Pettawawa, and the head-water of the Bonnechere. The same description of timber, of majestic growth, abounds also to the southward.

From the 89th mile to the Lake, six miles, the country continues to exhibit a rugged and hilly surface, but the forest partaking more of a hard-wood character, indicates some approaching amendment in soil; which however, still harsh and rocky, cannot yet be favourably spoken of as possessing any allurements for the agricultural settler.

The 95th mile terminates the Eastern division of the Survey; of which as has been said, the first forty-three miles lie within the limits of "civilization," and through a fine fertile tract of land; of the remaining fifty-two miles the leading characteristics may be summed up, as follows—

43rd to 45th mile,	Fair level land	2 miles.
45th to 53rd do	Low and swampy	8 do
53rd to 72nd do	Arid and rocky, red pine plains	19 do
72nd to 89th do	Broken hilly land; chiefly pine timber	17 do
89th to 95th do	do mixed timber	6 do

 52 miles.

The average of this section of the Ottawa Valley, as indicated by this line of survey, is not then inviting for settlement. To the north of the line nothing better than the average thus obtained, is to be looked for: the lands bordering the Ottawa River itself, as well as those belonging to the intermediate Valley of the Pettawawa, both well-known, being closely kindred in their nature to the decidedly sterile land-track upon the more inland route traversed by Mr. Sinclair. South of his line too, the average has been found to obtain for some considerable distance; and there can be little doubt that the more genial features of soil, &c., which are occasionally to be discovered further in the interior, about the headwaters of the York branch of the Madawaska, for instance, must be taken as the exception, rather than the rule, in sketching in the general topography of that section of the country.

On his homeward route, Mr. Sinclair made a long detour to the north, crossing to the upper extremity of Great Opeonga Lake, and thence striking for the sources of the Bonnechere, whence he followed the course of that stream downwards to his point of departure from it on the main line of Survey, viz., the 72nd mile. He reports the salient features of the country on the upper waters of the river as not at variance with those encountered further inland. The natural wealth of the district, which, in that particular, is not inconsiderable, being mainly concentrated in noble forests of red pine.

In describing the route from Lake Opeonga to Lake Huron, I will continue to reckon the mileage from the east, counting the 113th mile from the Georgian Bay, the 96th from the mouth of the Bonnechere.

As we proceed westward, a growing change is perceptible in the character of the country, and on nearing the point where the waters begin to flow in the direction in which we are advancing, the domain of the red pine is visibly on the wane, while the white pine, and those descriptions of hardwood, such as beech, maple and elm, which are commonly accepted as indications of "good land," gradually begin to predominate.

From the 95th to the 118th mile the surface of the country is rough and rolling, traversed by frequent rocky ridges and deep glens, or swelling into great "sugar loaf" hills, from whose lofty crests the vast expanse of forest can be overlooked in all directions as far as the eye can reach. With occasional patches of good land, the soil is generally sandy, and not deep. The timber, mixed hardwood and white pine, much of the latter being of good quality.

The dividing ridge between the waters tributary to the Ottawa, and those whose flow is to the west, is passed on the 118th mile from the mouth of the Bonnechere, one hundred miles from the Georgian Bay.

Between the 118th and 150th mile, the line traverses thirty-two miles of what may be termed good land; the rock, however, still cropping out here and there in strongly marked ridges. The soil is deep sandy loam, with occasional evidences of a heavy subsoil. The timber, chiefly hardwood of large growth, beech, maple and elm, but still with a considerable mixture of very fine white pine. Lateral explorations, carried some distance on either side of the centre line, seem

to establish the existence of a broad tract of land fit for settlement in this part of the unsurveyed territory.

We have next a stretch of about nine miles, bringing us to the 159th mile post, over an undulating surface, the soil very good; deep sandy loam over lying clay. The timber, beech, maple, elm and ironwood. Here also the lateral explorations are of satisfactory results, as showing a continuance, north and south, of the favorable features encountered on the direct line of survey.

At the 158th mile the "Distress" River falls into the Maganatawan, from the north. Its course was explored for about eight miles and found to water a beautiful tract of alluvial land.

From the 159th to the 178th mile, the ground is of rough, rocky character, with generally some light sandy soil of inconsiderable depth. The timber is mixed hardwood and pine; short intervals of tolerably good land are met with now and again, and much fine heavy timber of the latter description.

178th to 198th.—Twenty miles, much resembling the preceding section, but with all its harsher features exaggerated. Intervals of good pine, red as well as white, relieve the hard outline of the country.

The last ten miles of the route, from the 198th mile to the mouth of the River, demand but few words of description. Granite rock, flat, naked, and save for occasional patches of scrubby pine, tamarack, &c., utterly barren.

The following exposition of the characteristics of the Western half of the survey, may be condensed into 6 subdivisions, thus:—

1st.—95th to 118th mile. Rough, rolling, rocky surface, sandy soil, mixed timber, and some good white pine	23 miles.
2nd.—118th to 150th mile. Much good hardwood land	32 do
3rd.—150th to 159th mile. Very good ditto	9 do
4th.—159th to 178th mile. Rough, rolling, and rocky; good mixed timber, but very light soil	19 do
5th.—178th to 198th mile. Very rough and rocky, little soil; some very good pine	20 do
6th.—198th to 208th mile. Utterly barren	10 do

Total mileage from Lake Opeonga to Georgian Bay 113 miles.

The whole of which region is intersected with frequent, and, for the most part, rock-bound Lakes and streams, the water-shed of which, as has been said, is westward for the last one-hundred miles of the route.

Of these subdivisions, the first and fourth, making an aggregate length of forty-two miles, are of very similar character, presenting, no doubt exceptional tracts of tolerably good land, but on the whole of harsh, rugged and rocky aspect. White pine is somewhat abundant, and of good size and quality.

The second and third sections, taking in an east and west width of forty-one miles, intersect a well-timbered, well-watered tract of good land, much of it very good, and stretching in a north-westerly direction, it is pretty well established to the vicinity of Lake Nipissing and the French River, and south and south-east may be assumed to the waters of the Muskoka. Limits which give to this vast Oasis a north and south length of about 85 miles, causing it to embrace an area of some two and a quarter million of acres.

I am led to assign the above boundaries to this favorable tract of country from certain observations made to the northward by myself in exploring the French River, towards the upper waters of which maple land is seen to approach its rocky margin from the south. I also ascended a large river, the Nanamata-

golins, falling into the south-easterly angle of Lake Nipissing, and not far above its mouth found the land beginning to assume a cultivable appearance, improving the further I went up; while from Mr. Murray, the Assistant Geologist, who has explored this river almost to its source, I learn that its valley throughout presents an average of good hardwood land, and that its upper waters are in close proximity to those of the Maganatawan or its tributaries, approaching probably most near to that branch of the latter river herein before designated the "Distress."

In fixing the Muskoka River as the probable Southerly limit of this tract, I am guided by information gathered from the notes of a survey carried along its valley, some years since, by Mr. Robert Bell, P.L.S., who reports a fair character of land bordering such portion of that river as would correspond with an extension in that direction of the broad belt described as good, on the line explored by my assistant, Mr. Gossage.

Of the fifth and sixth sections, covering the last thirty miles of the route, little that is flattering can be said. Whenever the pine timber, of which the former subdivision can boast some, of fair quality (both white and red) shall have been culled out, nothing will be left but the dry barren sand, or hard naked granite. The last ten miles is wholly through the broad margin of granitic rock which forms the harsh and forbidding coast of the Georgian Bay, from the mouth of the Severn upwards, and which I penetrated for some distance inland at two points, besides that traversed by the exploratory line from the mouth of the Maganatawan at Franklin Inlet, further south, and at the French River, further north. The entire frontier, with a width of from twenty to thirty miles, may be described as a region utterly without hope: to the last degree sterile and desolate, and destined, whatever changes human enterprise may gradually work in the interior, to preserve for ever its harsh repellent attributes: the unenvied domain of the noxious reptiles that swarm unmolested on its cold, impenetrable surface. The adder, the rattlesnake, and the deadly copperhead.

I have above estimated the area of the unsurveyed territory at ten millions of acres; a tithe of which surface, the face of the country being pitted with countless lakes and ponds, and seamed by rivers and creeks without number, may safely be set down as water.

There will be nine millions of acres to account for as *land*, which I roughly classify thus:—

Red pine region	2,000,000 acres.
Barren frontier of granite rock	1,500,000 do.
Belt of good land in interior	2,000,000 do.
Rough, rocky, and hilly districts, with some good land: timber, hardwood and white pine	3,500,000 do.

I do not think that less than two millions of acres can justly be allotted as the sterile domain of the red pine, when to those broad tracks described by Mr. Sinclair as occupying the Valley of the Bonnechere and the Pettawawa, and stretching southward towards the Madawaska, is added the margin along the Ottawa, the Matawan, and the French River, where only that species of timber is seen to thrive.

That the still more barren district, absorbing one and a-half millions of acres, assigned to the granite is not overrated in extent will, I am sure, be conceded by any observant "voyageur" who has traced its rugged outline from the Severn along the bleak coast of the Georgian Bay. Thence up the French River, across Lake Nipissing, and down the Matawan and the Ottawa, a frontier line of not less than one hundred and eighty miles in length.

The belt of "good land" traversing the interior of the district from north to south is above set down as *all good*; too liberal a mode of estimating the quality.

ties of "wild" land, even in the most favored sections of the Province. To arrive, however, at a fairer ultimate estimate of the probable quantity of land "fit for settlement," I deduct from these two million acres, one fifth (a tenth of the belt having been already called water) as its possible per centage of bad land.

The three and a half million acres on the other hand, which are set apart as comprising the rough, rocky and hilly districts, wooded with hardwood and white pine, a class of surface which forms the most salient feature of the territory, embrace some isolated tracts of good land, the aggregate area of which I venture to assume at one-fifth of the whole, or 700,000 acres, adding which to the 1,600,000 which remain, after deducting a fifth from the area of the belt; we have in round numbers two and a quarter million acres of land fit for settlement in the Ottawa and Georgian Bay Valley, about one-fourth of the entire area of that sole remaining unsurveyed portion of Upper Canada lying south of the regions of Lake Nipissing.

I have above endeavored to render a faithful picture of the general aspect of the country as obtained from the several lines of exploration that have been carried through it, and believe that the form in which the information is sought to be conveyed portrays a really fair average of the leading characteristics of that section of the Province.

The conclusion I am led to deduce from the result of the survey is; that the Ottawa and Georgian Bay Valley is not a district into which emigration can be rapidly poured by any new process of colonization with the least hope of a successful issue to so hazardous an undertaking. On the contrary, any attempt to force settlement in opposition to the natural laws that govern the colonization of all new countries partaking of its harsh and inaccessible attributes, would be certain to end in failure, and in the mean time to entail incalculable suffering and misery on the earlier settlers, to whose lot it would fall to act the part of pioneers. The reduction to the purposes of civilization of this portion of our public domain must necessarily, be the result of the same course of patient unremitting labour that converted the rugged mountains of New Hampshire and Vermont into sheep-walks and pasture fields.

The country abounds in valuable pine timber which, beyond doubt, will gradually be sought out and brought to market. As the timber is felled, hewn, and removed, every locality suited to agriculture will be noted and secured. Settlement will thus follow on the trail of the lumberman, and the right of the squatter to the spot that he may have cleared and cultivated ere township boundaries have been fixed, or lot-lines run, must not be too narrowly construed. The land that has been classified above as fit for settlement, is of good wheat growing quality; the country is well watered throughout; healthy in no common degree; and, finally, capable of, and therefore destined to maintain, if not a dense, at all events a hardy and intelligent population.

That the trade to be developed in that section of Canada will mainly follow the course of the great Ottawa River I cannot doubt; for although the mouth of the River Maganatawan (Bying Inlet), and of some minor streams discharging into the Georgian Bay, can be made available as harbours for the shipment of lumber—and they will be—the inhospitable character of the coast will cause its rocky inlets to be shunned rather than sought, once that transient description of traffic shall have begun to decline. The principal avenues of commerce therefore, so long as the trade is purely of a local character, will be from the interior of the district, eastward; but when ships from Lakes Michigan and Huron shall have access to Lake Nipissing, a trade with the west and north-west may then find its way by rail through the heart of the Ottawa Valley; the best portions of which, described in this Report, being easily accessible from two points on the

south-easterly coast of that splendid body of water. The time will come when thriving towns will spring up at the mouth of the Nanamatagolins River, setting up nearly due south from the lake, or on a noble bay, a little further north, which forms the outlet of another river, known to the Indians of Lake Nipissing as the "Wissi-Wassing."

In a geographical point of view, where the question of climate has to be considered, it may be observed that the most northerly limit of the unsurveyed territory is fully half a degree further south than the latitude of Quebec, the bulk of its area being comprised between the 46th and 45th parallels, lines that bound some of the most populous and fertile districts of Lower Canada; take, for instance, the County of Terrebonne on the north, and the County of Beauharnois on the south. There is then no reason to apprehend that climate will interpose any insuperable barrier to the settlement of the country where other conditions are propitious. At the same time I would state that the results of certain thermometrical observations made this winter, both in the interior and on the northern frontier, lead me to believe that the extremes of cold are likely to prove greater than in the District of Montreal, a difference that may be due to the greater elevation of surface in the former than in the latter section of the country. Mr. Sinclair reports 34° below zero (Fahrenheit) on the 18th December, at Great Opeonga Lake, about one thousand feet above the level of the sea, while on the upper waters of the Matawan River, latitude about $46^{\circ} 20'$; and at an average elevation of 640 feet, the mercury has more than once sunk to the point at which it freezes, 39° below zero.

It is a difficult matter in migratory camps to keep meteorological records with the nicety that is essential to give them a high value, added to which difficulty the instruments for that purpose with which the surveying parties on the Ottawa were furnished, are not of the most reliable order. The mean of observations, however, taken at four different localities, agree sufficiently near to warrant the conclusion that the cold in that region is excessive. It should be borne in mind at the same time, that the weather in the latter part of last December, and nearly the whole of January, was rigorous throughout the Province beyond the average of our winters.

It is mentioned in the early part of this Report that I did not deem it advisable at so late a period of the year as that at which the exploration was undertaken, to attempt to complete a Survey with a view to Railway "location." Before concluding my observations on the general characteristics of the Country, however, I will touch in general terms on its configurations as bearing on the question of Railway construction.

The level of the Chats Lake, into which the Bonnechere River discharges, is as nearly as possible, that of the St. Lawrence below the Lake of the Thousand Isles; that is to say 225 feet above tide water at Three Rivers.

The elevation of Lake Huron is 572 feet above the same datum line. The ultimate ascent therefore from the Eastern extremity of the exploratory line to its western terminus on the Georgian Bay, is 347 feet; the distance 208 miles.

Mr. Sinclair has furnished me with data for ascertaining the ascent on the eastern portion of the route, from which it appears that the Great Opeonga Lake is 800 feet above the Chats, 1025 feet above the Sea, and 453 feet above Lake Huron.

Of the height of the summit ridge, which is crossed about 12 miles west of Opeonga, I have not the means of making an accurate estimate, but from all I

can gather, it does not seem to exceed 125 feet above that Lake; assuming it at which, we have an extreme elevation of 1150 feet above Tide water, at a point nearly equi-distant between the Chats Lake, and the Georgian Bay, giving an elevation to be overcome in the first 108 miles, going west, of 925 feet; and a descent thence to the Western extremity of the line, 100 miles, 578 feet. These levels, if distributed with anything approaching average regularity, promise the attainment of a Railway route of not unfavorable features.

The general course of the line is *with* that of the principal Rivers, and the amount of bridging to be encountered consequently not very great. The prevalence of small Lakes, Hills, and Ravines, West of Opeonga Lake, will doubtless call for considerable curvature; but upon the whole, there is every reason to assume that without very materially departing from the exploratory Line that has been run, a Railway, unobjectionable as to gradients, and general directness, may be constructed from the Chats Lake, to that part of the interior where the rough and rocky district beyond the "belt of good land" (about fifty miles inland from Bying Inlet) has been described as commencing; and as respects the cost of such a line, it would be safe to estimate that it need not exceed the average to which we are becoming habituated in Canada, as we grow older in Railway experience; that is to say about Forty thousand dollars per mile. From the point referred to, which is near the junction of the Distress River, with the Maganatawan, the *Public* can never have any interest in the construction of a Railway further west on the explored route. The Maganatawan is navigable for five miles from its mouth, for vessels of such capacity as would be suitable for carrying Lumber to the various Ports on Lake Michigan, where that article of commerce will ever be in unlimited demand, and no doubt much of the Pine in the region I have been describing will eventually find its way to Western Markets, but those embarking in that traffic on the dreary Coast of the Georgian Bay, will have to tax their own resources and ingenuity, to find means for transporting the Lumber from the spot where the tree is felled, across the flat naked shelf of granite intervening between it and the place of Shipment in the Bays and Inlets of the Coast.

That a Railway will one day be pushed up through the heart of the Ottawa and Georgian Bay Valley, I look upon as scarcely problematical; and I feel equally convinced that such a line will be but the first step in the construction of a great Continental Railway, eventually, if no natural obstacles exist to arrest its progress, to sweep around the North shore of Lake Superior, and penetrate the fine plains said to stretch along the Valley of the Saskatchewan. The earlier destination of a great North West Railway, however, will be to the Sault Ste. Marie; a point that may yet become as great a portal for the traffic of the North-west there entering Canada on its shortest Route to the Atlantic Ocean, as the Straits of Detroit now are, for the partially developed trade of the Western Prairies.

I have myself reconnoitered the country immediately bordering on Lake Nipissing, and am enabled to state that a level table land extends around its Eastern and Northern coasts. To the West of the Lake, the explorations lately made by Mr. Salter, seem to promise the existence of a Valley of fairly level land stretching in rear of LaCloche Mountains, towards Lake Superior, and giving reason to hope that a practicable route may thus be traced; to some point on the narrow channel through which the waters of that great fresh-water Sea flow into Lake Huron. Once this latter question shall have been decided, it may be pronounced that there is a feasible Railway Route from the Chats Lake on the Ottawa, to the Sault Ste. Marie, at the outlet of Lake Superior, a distance of about 450 miles.

Such a line of Railway would follow the general course of the survey described in this report from the mouth of the Bonnéchere River, for 150 miles nearly due

West; then assuming a Northerly direction, it would pass longitudinally through the belt of hardwood land already referred to, and follow down the Valley of the Nanamatagolin River, to near its junction with Lake Nipissing; thence keeping on the level plateau above noted, it would cross the Valleys of the Wissi-Wassing and Rivière de Vase, on the East side of the Lake, and that of Sturgeon River on the North, and so on around the shore, until reaching the Valley of the Widow River, it would again assume a Westerly direction to gain the Sault Ste. Marie.

From that point to Montreal the travelling distance by such a line would be about 630 miles, to Portland 920 miles; thus making the Sault Ste. Marie nearer to an Atlantic Port, by at least fifty miles, than Chicago is to New York. That a city rivalling the former in commercial importance, will ere long spring up somewhere on the shores of Lake Superior, is an event that one may safely venture to foretell: and for the commerce of the region which such city will be the Emporium, the shortest routes of communication with the Atlantic Sea-board will be almost wholly on Canadian soil, following the course of the great Ottawa River.

Having above depicted the general agricultural capabilities of the Ottawa Region in not very flattering colors, it may seem visionary to entertain the idea of so serious an undertaking by the people of this Province, as the construction of upwards of four hundred miles of railway through an inhospitable territory. But in its timber and in its minerals the country circumjacent to the line I have traced would possess at all events some important elements of local traffic, and there is besides a very considerable extent of habitable land north and west of Lake Nipissing, in addition to the large tract estimated as such in the Ottawa or Georgian Bay Valley. As I have already said, however, it is as a broad continental scheme. I would risk predicting that such an enterprise will yet be entered upon, and if Lake Superior can be encircled by the rail, will be but an initiatory step towards constructing, wholly through British territory, a great Atlantic and Pacific Railway, an enterprise with which the next generation may have to grapple, in so far, at all events, as to test the feasibility of a scheme of such high commercial importance in theory, that if practicable at all, no ordinary difficulties will *always* be allowed to stand in the way of its achievement. The day must not be so far distant either when its political bearings may aid the advancement of such a project. The "balance of power" on this side of the Atlantic will ever hold its seat in the *North*, using the term not as in the United States, in contradistinction to the *South*, but in the real cold North,—north of the great Lakes, and when to the westward of them, north of the 49th parallel. To that section of the North American continent then, a great arterial line, such as I have ventured to foreshadow, may one day become a national necessity. In concluding this Report, however, I cannot avoid expressing the opinion, as the result of the surveys and explorations that have been made, that the time has not yet arrived for pushing railways further up the valley of the Ottawa, than, at furthest, to the limits of settlement in the County of Renfrew. The whole is respectfully submitted, and

I remain, Sir,

Your obedient Servant,

(Signed,) W. SHANLY

T. A. BEGLY, Esquire, Secretary,
Department Public Works.

R E T U R N

To an Address of the Legislative Assembly, praying His Excellency the Governor General to cause to be laid before the House a Copy of the Report of Comte de Rottermund, relative to the mines of Lakes Superior and Huron.

By command,

T. LEE TERRILL,

Secretary.

Provincial Secretary's Office,
Toronto, 11th May, 1857.

DEPARTMENT OF CROWN LANDS,

TORONTO, 8th May, 1857.

SIR,—I have the honor to transmit to you herewith a copy of the Report of Comte de Rottermund, relative to the mines of Lakes Superior and Huron, in accordance with the desire expressed in your letter of 7th inst., for the purpose of being laid before the Legislative Assembly.

I have the honor to be,

Sir,

Your obedient servant,

E. P. TACHÉ,

Acting Commissioner of Crown Lands.

Hon. T. Lee Terrill,
&c., &c., &c.

(*Translation.*)

SECOND REPORT

Of the Explorations of Lakes Superior and Huron by Comte de Rottermund.

INDEX.

Introduction.

Nature of the minerals and rocks collected on Lakes Superior and Huron.

Ores.

Geographical distribution of minerals, rocks, and ores.

General form and structure of the masses.

Origin.

Their age.

Opinions of various *savants*.

TO THE HONORABLE THE COMMISSIONER OF CROWN LANDS.

SIR,—In the first report which I had the honor to present to you, in the month of April, 1856, of my examination of the rivers of one part of Canada West, undertaken in pursuance of your instructions, as dated 12th June, 1855, I attempted to trace with a rapid pen the general geological constitution of the Canadian side of the two lakes, describing with greater minuteness certain portions of Lake Huron and the eastern side of Lake Superior, as far as the island of Michipicoten. My opinions were based on the origin of the mineral matters present, and chiefly on those metallic matters which form the wealth of those extensive districts.

This second report, which I have now the honor to address to you, is designed to bring under your notice the results of another journey which I have just completed in the same region. I have again visited the greater part of that country which I had in the first instance passed over with somewhat too much rapidity, and have extended my researches more westerly on Lake Superior, from the heights about Michipicoten, where I had stopped short in my first exploration as far as the western extremity of the Canadian shore, that is to say, near Pigeon River.

This new journey, although a rapid one, has produced important results; new facts have appeared in great numbers; various observations, hitherto of doubtful accuracy have been verified; some data, formerly incomplete, have been filled up; and in a greatly extended field for research, I shall henceforth have a larger basis on which to establish the general conclusions which I had, in my former work ventured to offer for your consideration.

In this second report which I have now the honor to present to you, it is my intention to give a summary of the progress which I have made in my late journey:—to specify the new discoveries made—and, with a view to simplicity of arrangement, to examine in succession, 1. The nature of the rocks and minerals of which the Canadian shores of the two lakes are composed, and particularly that of the ores, which is of such importance; 2. The geographical distribution of the mineral masses as they occurred in my journey; 3. Their general conformation and internal structure; 4. Their age.

NATURE OF THE ROCKS AND MINERALS.

In my first report I gave the following list of the rocks and minerals composing the Canadian shore of Lake Superior;

- Various feldspathic rocks.
- Grauwacke of different kinds.
- Sandstone.
- Molasse.
- Various Jaspers.
- Dioritic Rocks.
- Pudding-stone.
- Amygdaloids.
- Brescia.
- Limestone.
- Serpentines.
- Quartzose Rocks of various qualities.
- Sands.
- Clays.
- Agates, {
 - Waved.
 - Arborescent.
 - Sardoine.
 - Chalcedony.
 - Cornaline.
 - Chrysoprase.
 - Onyx, etc.
- Zeolites, {
 - Chabasie.
 - Prehnite.
 - Heulandite.
 - Mesotype.
- Chlorite.
- Zircon.
- Petrified vegetable substances.

To this list I shall now add, as the results of my late researches, the other kinds or varieties of rocks or minerals, here added.

1. Rocks.
 - Granite.
 - Pegmatite.
 - Leptinite.
 - Syenite.
 - Greenstone.
 - Amphibolite.
 - Trapp.

Mimosite.
 Porphyry.
 Eurite.
 Arkose.
 Marl.
 Clay.
 Tripoli.
 Retinite.
 Gneiss.
 Micaschist.
 Talschiste.
 Phyllade.
 &c. &c.

2nd. Minerals.

Epidote.
 Asbestos.
 Analcime.
 Laumonite.
 Apophyllite.
 Stilbite.
 Lydian.
 &c. &c.

Of the numerous kinds of rocks and minerals named in the above lists, several, the most important, require particular notice. In designating them, particularly the rocks, I shall follow the nomenclature adopted by Messrs. Elie de Beaumont and Dufrénoy, in the explanation appended to their geological map of France. This nomenclature is generally adopted by the continental geologists, as being the most simple and natural. I shall also, in explaining their comparative meaning, adopt certain rocks of the classification of M. Cordier, professor in the Museum of Natural History. My specimens were exhibited during several months in the geological laboratory of that celebrated establishment, and were examined, with reference to their various properties, by the most skilful practitioners of the science in the capital.

I have been enabled, therefore, to determine the various species with the utmost exactness, and in this work I was ably assisted by Mr. Hugard, a young mineralogist, and a professor in the Museum, to whom I am under the greatest obligations. Moreover, the magnificent series composing the collection in the Museum, and containing the exact types admitted by the learned Professor, M. Cordier afforded me a certain and ready means of confirming the decisions in question. I insist on this point, for the statement of the true nature of the rocks of Lake Superior will be the principal feature in the present work, and must hereafter be the starting point of all my other publications on the same subject.

Certain errors into which geologists, of some repute, have fallen in describing the productions of the district under discussion must no doubt be ascribed to the erroneous classification of certain rocks, or to mistakes in the terms employed to designate them. These errors we shall avoid in future, by a rigorous definition of the several types which are the subjects of observation. Granite, a rock consisting of three essential minerals, quartz, feldspar, and mica, all crystalline, and in proportions apparently equal; the particles of various kinds are so mingled with each other as to produce a peculiar structure termed granitoidal, and this term is applied, by extension, to all similar arrangements in other rocks. Yet, though so designated, they are not to be confounded with granite properly so called. In certain varieties of rock, feldspar affects the form of well defined crystals, with a rectangular section, as in porphyry, as we shall see hereafter, and this structure is termed porphyroidal.

The three minerals composing granite are found, as we have observed, in proportions to all appearance equal; but it is very uncommon to meet with a large mass of granite containing in every part the same proportions of its components: occasionally quartz, sometimes feldspar or mica predominates, and there are specimens in which two of the elements become more abundant, while the third diminishes or disappears altogether. From this cause it happens that we have different varieties of granite or even particular descriptions of rock, as quartz, granular, feldspar and leptinite, &c. Quartz and feldspar uncombined with mica, pass into pegmatite: quartz and mica alone, or nearly so, without feldspar, or feldspar and mica without quartz produce other varieties termed laminar granite; and where the lamination becomes more apparent, these granites become even micachist and gneiss. Finally, granite may contain various accidental minerals, and chiefly amphibolic hornblende. This even tends sometimes to a true syenite. These speculations on the subject of granite are not to be considered idle; the true intent and meaning of terms by which I must hereafter designate the different varieties of rock must first be ascertained, and on the other hand, all the varieties heretofore enumerated do in fact exist in the country which I am about to describe, genuine granite a little north-east of the Island of Montreal, between Cape Gargantua and Cape Choyé; on the shore, opposite the north of Michipicoten, &c.; pegmatite also in the above localities, is found with granite, which it traverses in veins; but we shall define the respective localities of these varieties, when we hereafter examine the geographical distribution of the several mineral masses. *Syenite*.—A rock consisting of feldspar, hornblende and quartz, in crystals and commingled as they are in granite. Its structure is therefore granitoidal.

Quartz is commonly found in less abundance than the two other elements. The feldspar composing it belongs to the orthose class; the hornblende is of the greenish-black variety, very ferruginous and amphibolic. Occasionally the quartz altogether disappears, and the rock then passes into the following variety:

Diorite.—Feldspar and amphibolic hornblende, crystalline, granitoidal structure, the feldspar of the albite species. This rock is generally found associated with the foregoing, and both are frequently met with in the same mass, in varying proportions. The true diorites are rare on Lake Superior. Syenite is found more frequently, particularly that kind which is nearly allied to granite. We shall instance Montreal River, the Rivulet between Otter Head and Pie River, as furnishing very fine specimens.

Greenstone.—This rock has been variously interpreted by geologists, and its true nature is even still a matter of discussion. The most ordinary meaning assigned to the term is a composition of hornblende and albite, the two elements being hardly distinguishable by the eye, or even combined by fusion. It is in this sense that we shall always use the term. Some French writers have mentioned it by the name of aphanite. Mr. Cordier applies to it various names, according to its varieties.

In certain cases it is not easy to distinguish greenstone from another species of rock which we shall find hereafter. This is mimosite. The two rocks have nearly the same external aspect, but the latter is composed principally of pyroxene. To us it has always seemed after repeated observation, that greenstone (amphibolic) was always associated on Lake Superior with serpentine matter, which is not found in true mimosite, and that the same rock (greenstone) often contains yellow copper pyrites, an ore which is absent in mimosite. As diorite is allied to syenite, so greenstone passes by insensible gradations into diorite.

The localities in which greenstone is found are Mamains, the Isles of St. Ignace, the coast of Kaministiquiac, Pigeon River, &c. I shall notice diorite at Rivulet.

Amphibolite or *Amphibolic Rock*.—Hornblende alone in the crystalline state; feldspar and quartz which entered into the composition of the preceding varieties; such as syenite and diorite, are altogether wanting here.

Amphibolite is usually an accident arising from the predominance of hornblende in the masses of syenite or diorite. This rock is perfectly characterized along the coast west of Michipicoten Harbor.

Trapp.—It is the same with trapp, in the pyroxenic rocks, as with greenstone in amphibolic rocks; trapp has been as variously described by geologists as that analogous species which is found in hornblend rocks. It has been converted into a connecting link, but imperfectly defined with a class in which have been included all the masses, the composition of which is rather problematical.

In our estimation trapp consists essentially of pyroxene and feldspar intimately combined. Its structure is compact, its color commonly blackish. Certain varieties are roughly divided in the prismatic form of columns resembling those of basalt.

Trapp rock is extremely developed at various points of the east, north, and west coast of Lake Superior, being one of the principal rocks on that long line. Of the numerous places in which it is found we principally notice Cape Gargantua, Rivulet, the island of Michipicoten, the concession of McGill, Derbishire, &c. In one of the latter trapp is found in columns.

Mimosite.—This is composed, according to Mr. Cordier, of feldspar and pyroxene, both crystalline, and among the pyroxenic rocks, forms the pendant of diorite, in the amphibolic group. It is blackish, almost always finely granulated. Feldspar is tinged with green by the pyroxene, which, notwithstanding its scantiness, gives its character to the rock.

As the volume of its components diminishes it passes into the basanite trapp of Mr. Cordier. By some authors mimosite is designated as dolerite. The layers of this rock are numerous around the lake; Agewan has one which is very fine, another is on the north-east and north shore opposite to the island of Michipicoten, and others at Rivulet, the Isles of St. Ignace, &c.

Basalt.—It is difficult to distinguish basalt from trapp, except by its age. Both species are black, more or less compact, and composed of pyroxene and feldspar, &c. They present the same accidents of structure, and, were it not for the occurrence of certain geological peculiarities, it would be impossible to separate them. The most marked characteristic of basalt is the presence of peridot. It belongs to the class of volcanic productions. It is not our opinion that real basaltic rocks exist on the northern shore of Lake Superior. The writers who have spoken of the volcanic rocks of that region seem to us to have fallen into a serious mistake, giving an erroneous idea of the true geological constitution of the country, in which nothing of volcanic origin appears, according to the exact meaning of the term, that is, the matter modified at some epoch, by the action of fire; we shall therefore decline considering, as certain writers have done, that the trapp in decomposition and of prismatic form, mentioned as appearing at St. Ignace and Derbishire, is basaltic. It is comparatively modern.

Amygdaloid.—The name sufficiently indicates the specific character of this rock, inclosed in a dull looking opaque, compact, hard or soft, variously coloured crust, appear kernels generally almond shaped, the colour of which, equally various, contrasts with that of the interior of the crust. It is difficult to fix the exact mineral composition of this rock; it seems to be like that of the trapps, pyroxenic and feldspathic. As to the nature of the kernel, that is more precisely determined, it is carbonate of lime, silex in various states, several kinds of silicates of the particular group of the zeolites, especially mesotype, stilbite, apophyllite, &c., besides a green earthy particular kind of matter, resembling chlorite. The professors of the old world give various names to amygdaloid rocks; Mr. Cordier terms them *wacke*, other writers designate them by the word

spelite. It is one of the most important rocks in the region which engages our attention on account of its abundance, and especially on account of its metallic contents. This it is which yields the greater part of the metallic copper in our Canadian section of Lake Superior.

Eurite.—Compact or slightly granular feldspar; it is likewise not uncommonly named petro-silex. It is found on various points on the coast, from Kamastiquiac to Pigeon River.

Porphyry.—A crust of petro-silex and crystals of feldspar, distinctly shewn in the map in form or color. Porphyry occasionally contains scattered particles of hyaline quartz. Quartz porphyry, of hornblende, syenitic porphyry, of pyroxene, pyroxenic porphyry, and so on. The color of these porphyries depends in a certain degree on the nature of the accidental mineral, being red, black, or green, the latter, heavily charged with angite pyroxene has received the particular name of melaphyre. I noticed the porphyries chiefly in the island of St. Ignace, in Hopkins' Island, and near Roche Debouts.

Serpentine.—The ophiolite of some writers. It is difficult to define this rock by its mineral components, easy to distinguish it by its external characteristics. Mineralogically considered, serpentine appears to be nothing but a particular state of various species, as of amphibole, talc, diallage, &c., generally with a mixture of oxydulated iron intimately combined with the mass. With respect to its external characteristics, serpentine is frequently of a greenish hue, of various shades, occasionally streaked, (hence the name). It is soft, tenacious, that is to say, difficult to break, smooth and soapy to the touch. Serpentine is nowhere found on Lake Superior in large masses, but it frequently accompanies the sulphurets of copper, particularly in the amphibolic rocks.

Gneiss.—Feldspar and mica. Quartz, if found in the mass at all, is purely accidental. The structure is crystalline, essentially laminated, which latter characteristic is perhaps the most important, to distinguish gneiss in certain cases from granite. We have remarked that these two rocks pass the one into the other by imperceptible gradations. The laminated structure of gneiss is particularly owing to the abundance of mica. The direction of the laminæ is parallel to the largest face or plane of cleavage in the latter mineral.

Micaschiste.—Quartz and mica, crystalline, schistoid, a kind of gneiss in which quartz has taken the place of feldspar. It is still more laminated than gneiss, in consequence of the larger proportion of mica. Quartz is distinguished from this kind of rocks, otherwise nearly allied, by a peculiar glassy fracture which in feldspar is rather lamellated and spathic. A well marked type of micaschiste is found at Bottle Creek, nearly opposite to Slate Island.

Talschiste.—Quartz and talc, crystalline, schistoid. In this rock the magnesian mineral supersedes the mica in the last mentioned. Talschiste is very much laminated, more even than micaschiste. Talc, which bears a great resemblance to mica, and which renders it difficult to distinguish between the two rocks, is, however, easily known by the inelastic flexibility of the laminæ, differing from the elastic flexibility of those of mica.

I followed a range of talschistes, somewhat petro-silicious, of considerable extent, along the west side of Michipicoten harbor; but the finest specimen of the rock is to be found at Slate Island.

The three preceding rocks, gneiss, micaschiste and talschiste, are generally designated as crystalline schists. Together they form a well-defined system which, in the opinion of certain geologists, represents one of the most ancient portions of the solid crust of the earth; others, and among them the celebrated names of Debach, Elie de Beaumont, and Lyell hold that they belong to all the geological periods, and that they were originally argillaceous schists or clays metamorphosed by the contact or influence of eruptive masses, occurring after their formation.

Phyllade.—Talschiste rock may afford varieties, in which the two constituents become less and less crystalline, the talc especially passing imperceptibly into the compact kind or steatite. The result is a phyllade. This rock may also be considered as a schist hardened and saturated with talcose matter. It is studded with crystals, particularly of a metallic kind, as cubic iron pyrites, octahedral oxydulated iron, &c. The color is usually a clear green, or else a brick-red. The phyllades are represented to the north of Michipicoten River.

Schist.—A compound of argile of a laminated or fissite structure. It is of various degrees of hardness, but always harder than argile, the color generally grey, with tinges of various other colors. Tegular schist or slate, coticular schist, or whetstone, and various others according to the degree of consistency or compactness.

The schists, if existing at all at any point of Lake Superior, are in such a state of disintegration, that their true nature can scarcely be distinguished. They are recognised by their structure only, at the Falls of the Kamanistiquiac, in the Island of St. Ignace, in Derbshire, at Mamains, &c.

Argile.—A compound of silver, alumen, oxydes of iron and various others, in the earthy state, more or less piabile of various colors. The varieties are numerous, according to their qualities and the uses to which they are applied: plastic clay with water becomes a paste; modelling clay has the same property; porcelain clay is the most pure, and is known as kaolin; potter's clay; fuller's earth, &c.

Limon.—A coarser matter than argile, and much more piabile, leaving abundance of dust on the hand, not soapy to the touch, never plastic, and often tinged red or yellow by oxydes of iron. Otherwise, it is composed almost entirely of argile.

The limon deposited by the waters of the last cataclysm of the globe, on certain regions of Europe, particularly on that bordering on the Rhine, combines all the characteristics above mentioned.

Tripoli.—On earthy substance, composed chiefly or almost entirely of very fine particles of silver. Tripoli is very friable, stains the fingers, and adheres to the tongue, scratches glass, polishes metal, &c. It is sometimes laminated, sometimes in mass, of a white or greyish color, and occasionally tinged with red from the sesqui-oxyde of iron. Certain tripolis are altogether formed of the remains of infusoria, or microscopic animals, of which the calapash is silicious. A rock which has great analogy to tripoli is met with in the Bay of Batchewanaung. It is laminated, very soft, and polishes metals perfectly, but contains a very large admixture of carbonate of lime.

Pudding-stone.—A rock composed of worn, rounded pebbles, in a crust or cement more or less homogeneous. The nature both of the pebbles and the cementing paste is various. Generally, it is silicious.

All pudding-stone bears evidence in the most indisputable manner of the action of water. By this the rocks have been detached in fragments, by this they have been worn and rounded, and then left to be at a later period combined and cemented in a suitable menstruum. Such a mode of formation necessarily implies a certain hardness in the components.

Brescia.—As in pudding stone, portions are clearly detached differing in color, form, and volume from a mass which is more homogeneous, but these distinct portions instead of being rounded, are angular. The formation of a brescia does not necessarily imply the action of water moving it, it may be a result of other causes. The component parts in this state of the rock may be soft; brescia is often a limestone formation.

Conglomerate.—An aggregation of heterogeneous substances of various forms, angular or rounded, of every kind in nature, thrown together by the action of water, in which the rocks being originally decomposed under the influence of

various currents of fluids have been subsequently cemented together by chemical action. The island of Michipicoten affords a magnificent specimen of conglomerate, in which the pebbles and the cementing paste are syenitic.

Grauwacke or *psephite*.—We gave a long explanatory notice of this rock in our former report. We shall on the present occasion only briefly recapitulate the former remarks. It consists of an argillaceous paste, with numerous particles of quartz, spangles of mica and fragments of crystalline and other schists; it principally belongs to the older earths, formed of the debris of primitive granites, and of gneiss, micaschists, talschists, and phyllades overlying them.

Sandstone.—This name generally designates a rock composed of small rounded particles of quartz, cohering only by juxtaposition or joined together by a cement, which is also silicious, or otherwise with an accidental but more or less considerable mixture of foreign substances, as mica, argile, feldspar, oxyde of iron, chlorite, &c. Hence there are very numerous varieties of this rock; pure sandstone, argillaceous sandstone, feldspathic sandstone, argile-micaceous sandstone, schistoid or psammite, argilo-calcareous sandstone or molasse, sandstone with chlorite or green sandstone, ferruginous sandstone, red sandstone, variegated sandstone, &c., &c.

In these several varieties the particles of quartz predominate, and we have said that they are rounded. This last characteristic shews that water in motion influenced the formation of this rock.

The sandstones in certain cases acquire a high degree of compactness, the particles are no longer distinguishable, the fracture is smoother than in the ordinary varieties of the same rock, the cementing matter is more abundant, they receive a more brilliant polish, &c. They then receive the name of quartzites. These sandstones generally belong to the earlier period of the solid crust, and are accounted by certain geologists as the products of changes operated by fire. The sandstones are but little developed on the Canadian side of Lake Superior, much less so than on the southern shore. They are but rarely met with, and only in strips, as for instance on a few of the islands at the south-eastern extremity of the island of Michipicoten, and along the eastern side of Thunder Bay.

Sand.—It is scarcely necessary to state here what is generally understood by this term, those loose rounded particles, bearing marks of separation and motion in water, of various qualities, as quartzose sand, feldspathic sand, pyroxenic sand, &c. When more or less coarse it receives the particular name of gravel.

Limestone.—This is composed of the carbonate of lime; it effervesces strongly even with the weaker acids. The varieties are numerous: laminated or spathic, lamellar or saccharoidal, concrete or alabaster, compact or lithographic, earthy or chalk, coarse, shelly, &c. Limestone rock is almost entirely wanting around the Canadian coast of the lake, while we shall find it very prevalent in Lake Huron.

Marl.—This is a mixture of limestone and clay in proportions seemingly equal: calcareous marl, if the carbonate of lime predominates, argillaceous marl, where the other element prevails. The marls have but little compactness; they are rather earthy, soiling the fingers more or less.

Dolomite.—Double carbonate of lime and magnesia. Externally it very much resembles limestone, but it is considerably heavier, and dissolves with less effervescence in acids, at least when cold. It is generally found in the neighbourhood of masses, of crystalline formation and highly magnesian. The advocates of metamorphosis by fire generally attribute its natural properties to the influence of those masses which they suppose to be the products of eruption.

We now come, after the rocks, to the mineral species properly so termed, which are observed around the lake. With respect to these, I shall refrain from

giving their characteristics as I have done those of the other kinds of mineral substances; their nomenclature is not liable to difficulties like that of the rocks;

I shall only notice in this place some of the most remarkable, as quartz, island spar, zeolite, &c., and its several varieties.

This mineral is one of the most abundant contained in the masses which compose the northern coast of Lake Superior.

In the crystalline or hyalin state as it is termed, it furnishes an element essential to granite, or rather it forms masses subordinate to various rocks. It sometimes even constitutes the gangue of the metalliferous filaments; in short, I have discovered it even in the cavities of certain amygdaloids in the island of Michipicoten, in small bi-pyramidal, hyalin, brilliant and very transparent crystals, lining the interior of such cavities.

Quartz is represented under an aspect not less important than the preceding, at different points on the Canadian coast of Lake Superior; as an agate it is particularly on the island of Michipicoten that I shall notice the species. In that rich locality the silicious mineral offers numerous varieties: chalcedony, sardoine, cornelian waved agate, onyx, the arborescent and the variegated agate. Some of these specimens would, no doubt, on account of their size, the brilliancy and the arrangement of their colours and their abundance, be worth cutting as articles of ornament, and might probably yield a good profit.

The agates are found almost exclusively with the trapps and amygdaloids; particularly the latter, around the lake. We shall find hereafter in what manner they are embedded in those rocks.

Neither is quartz of the compact and perfectly opaque variety, or jasper uncommon on different parts of the coast, and like the agates, it is usually found with the rocks of trapp and amygdaloid. We admired a beautiful variety of uniform green ground, in the island of Michipicoten. We also picked up in the same place the black variety of jasper termed lydian, a stone which is of use as it is well known, as a test for gold in articles of jewellery. The orthose or potassian feldspar predominates among the granites and pegmatites at various points on the lake, salbite or sodiac feldspar, in the amphibolic rocks, and hornblende. A third species, concerning which we have not yet exactly determined, but which appears to us to be oligoclase or labrador, exists in pyroxenic rock. This last kind we found particularly in the trapp on the Derbishire Island, on the south-west of the island of St. Ignace. It appears in the form of glassy particles or crystal plates, yellow, streaked, and shews the characteristic gutter of both the kinds of feldspar which I have named. I attach great importance to the existence of this feldspar, in the well known rocks of trapp of Lake Superior; I propose to make more particular study of them hereafter, and I do not doubt that they will furnish a safe means to determine the hitherto problematic age of those rocks; but whatever may be the case with these various species, feldspar is principally represented on Lake Superior, by the spathic or laminated variety, and by the lamellated kind; in one of these forms it enters as an essential ingredient into the composition of granitoidal rocks, as of granite, pegmatite, syenite, diorite, &c., on several points of the coast, as we shall see hereafter in describing the localities.

Mica.—This species enters as an essential element into the composition of granite; and, combined with a little quartz, it forms true micaschists.

Talc.—Is comparatively rare in our rocks; nevertheless, at Slate Island it forms a magnificent laminated talcschist, studded with decomposed garnets.

Amphibole.—The French mineralogists divide this species into two principal varieties, hornblende and tremolite; the former of a dark green color and fibrous laminated structure, the latter, white and of a cacillary or acicular structure. The hornblendic variety only is found in the rocks of Lake Superior, and it is important from its great abundance. Combined with feldspar and with hyalin quartz, we

know that it forms syenite, which will excite our admiration at Gargantua Rivulet, between Otter Head and Pike River, &c. With feldspar, albite in particular, without quartz, it forms diorites, as at Rivulet. These same elements more intimately mingled, and hardly distinguishable, afford greenstone which occurs so frequently at Mamainse in the islands near St. Ignace, &c. Uncombined and lamellated, it affords the well defined amphibolite of the western shore of Michipicoten harbor. In a word, the element of hornblendic amphibole is one of the most important on the Great Lake, on account of its extensive development.

Amphibole, when decomposed, and in the form of white fibres, gives asbestos, which is found to the north-east of Pike River.

Pyroxene.—As in amphibole, so in pyroxene, mineralogists recognize two principal varieties. *Augite*, which is black, *diopside*, which is light green or whitish. Of these varieties, again, the former only is found in the rocks of the lake. We must however, confess, that hitherto, all our researches have not availed us to discover well-defined *pyroxene agnate*. It is on pure supposition, and basing our belief on deductions from geological considerations that we admit pyroxenic matter, particularly in trapps. It is certain that the blackish stone of rather crystalline grain, to our specimens, of which Mr. Cordier gave the name of mimosite, and which that *savant* therefore includes among the pyroxenes, has an appearance very different from that of the green stone or diorite, which are amphibolic rocks. The nature of the feldspar associated with the rocks of trapp—a feldspar to which we have already alluded—would be a fair criterion by which to decide the question: if that is the Labrador feldspar, the dark green or black matter found in connexion with it, may well be pronounced to be pyroxene.

Epidote.—This mineral is scattered, but in a very accidental manner, throughout the syenitic rocks at Montreal River, on the island of Michipicoten, and at other points. At Slate Island it seems to form a compact rock. Its usual color is a pistachio green; its form generally that of a crystal.

Zeolites.—Like the great majority of mineralogists, we understand by this term an aggregation of mineral varieties analogous in character, and externally bearing a strong family likeness, existing in similar circumstances, and generally scattered through the cavities of amygdaloid rocks. The species are numerous: those which have chiefly fallen under our observation, particularly at the island of Michipicoten, are the following:

Prehnite.
Heulandite.
Mesotype.
Analcyme.
Stilbite, &c.

Prehnite appears at Michipicoten and at Otter Head in the form of rounded concretions, mammilated on the surface, and slightly radiated. In color it is of a beautiful greenish grey. The specimens are sometimes intersected with native copper.

Heulandite.—This is in small bright red crystals, scattered principally on the surface of agates, where they are joined to the rocks containing them. We remarked it chiefly at the island of Michipicoten.

Mesotype.—I found in the island of Michipicoten, perfectly clear crystals of this interesting species. They were in form, long prisms, transparent, having four sides, and terminating in pyramids with four triangular facets.

Analcyme appears in the same island, in the form of trapezohædia, the facets and apices of which are clean. These crystals are sometimes combined in masses. Their color is reddish, and their surface dull, no doubt from deterioration subsequent to their formation.

Stilbite.—This species has not appeared to me to offer any peculiar characteristics, at least in the specimens which I collected.

Iceland Spar.—This is carbonate of lime in the spathic or lamellated state, and is rather common on Lake Superior: it is sometimes the gangue to the metaliferous filaments, at other times it traverses other rocks in veins; it often fills the rounded cavities of amygdaloid rocks.

It appears in certain positions excessively crystalline and transparent, and I have found some specimens which displayed in the most decided manner, the phenomenon of a double image reflected through the mass, that is to say, double refraction.

ORES.

The principal ores or mineral species in which the metallic elements predominate, which I shall notice, on Lake Superior, are chiefly copper, zinc, lead, iron, silver, gold and cobalt.

Native Copper,
 Yellow Copper Pyrites,
 Streaked do do
 Malachite,
 Azurite,
 Sulphuret of Zinc, (blend)
 Sulphuret of Lead, (galena)
 Lead containing Silver,
 Iron Pyrites,
 Sesqui-oxyde of Iron, (oligist)
 Oxydulated Iron, (loadstone)
 Hydrated sesqui-oxide of Iron, (limonite)
 Native Silver,
 Native Gold,
 Arseniuret of Cobalt, (rose) &c.

The native copper is one of the most important species among the ores of our Canadian shore of the Lake, as well as of the American side. It is found at many points. I notice it principally at the bay of Batchewaunaung, at Mamainse, at Pointe aux Mines, in the Island of Michipicoten, etc. It is embedded in the sandstone, trapp, and more frequently in amygdaloid rocks.

It is occasionally found imperfectly crystallised; sometimes ramifying irregularly, often in angular or lamellated fragments and usually in amygdaloid rocks, we find it filling the numerous cavities in tiers.

The sulphurets and other combinations of copper, such as the streaked pyrites (philipsite), the yellow pyrites, the carbonate, etc., are not found in the same positions as the pure ore. We meet with them more commonly in greenstone.

I ascertained their existence at Mamainse at Mica Bay, to the north of State Island, and along the north-west side of Thunder Bay. They furnish no very remarkable variety mineralogically speaking, if we except a very fine fibrous banded malachite at Mamainse.

I have nothing further to add in this place relative to the ores above enumerated. They offer nothing remarkable except perhaps the native silver, the association of which with native copper is singular. These two metals are never intimately combined, even when found in greatest proximity in a common gangue. I found native silver at Mamaines and at the Island of Michipicoten.

Gold is found in small scales in the sand of the River Michipicoten, particularly near the falls, above the rapids.

Oligistic iron exists also at Mamainse, blend and galena are found in the same district and along the north side of Thunder Bay.

GEOGRAPHICAL DISTRIBUTION OF ROCKS, MINERALS AND ORES

We shall now recapitulate the principal mineral masses which we have described above, with reference to their composition, in order to cast a rapid glance over their general distribution along the Canadian coast of the great Lake. In making this survey it is natural to take things as they occur in the voyage: we shall therefore commence at the Falls of St. Mary, which is the southern outlet of the Great Basin, and coast along till we reach the opposite extremity, in the north-west, at Pigeon River.

At Pointe aux Pins, there is a tertiary deposit containing shells, preserved with their natural color, and therefore of recent formation. Some specimens which I collected at this place I deposited in the Museum at Paris, where Professor Valenciennes kindly promised to determine their character. In the same neighbourhood, at a spot which I cannot just now precisely ascertain, there is a layer of oxydulated iron (loadstone or magnet.) The ore lies in a pure laminated mass, bearing all the marks of an excellent material for mining operations.

Gros Cap.—Situating immediately to the north of Point aux Pins, shows a sort of rock of trap, in decay, of greyish color, with spots of a greenish yellow which look like epidote. Near the coast also I found a very compact limestone, bright grey containing portions of red jasper.

To the west of Goulais Bay I found Parisian Island composed of variegated limestone.

In the Bay of Batchewaunaung further north than the preceding places, are quartzose phylladiferous sandstone which at the same time contain a large proportion of decomposed feldspathic matters variously streaked with claret-colored red and green, the latter color resulting from the phylladian matter which it contains. This sandstone contains in places native copper.

Towards the north-eastern extremity of the Bay, there is also a rich bed of argillaceous marl in layers, of a pale rose color generally, but wavy in places, and of a deeper shade.

The fine silicious particles which it contains readily give a fine polish to metallic surfaces rubbed with it; the effect is similar to that of tripoli, and with a view to this use, it might perhaps be worked to advantage. In the same neighbourhood I found a kind of decomposed brescia-form rock which may have contributed to the formation of the laminated earthy rock above mentioned.

Mamainse, to the N.W. of the Bay of Batchewaunaung yielded me numerous specimens of rocks and minerals; a species of greenstone of mixed brown and yellow containing a few scattered particles of philipsite copper and malachite; the same, or a variety nearly allied to it, with lamellated oligist iron (sesqui-oxyde) and spathic limestone; a singular aggregation of coarse quality, composed of portions of quartz mixed more or less with a white earthy feldspathic matter slightly tinged with the sesqui-oxyde of iron; this rock seemed to bear some traces of decomposition; several varieties of a reddish rock appearing to be an indurated clay, occasionally schistoid and sonorous like certain tripolis. Specimens of this rock yield regular crystals of decomposed feldspar scattered through them. Can this be a detritus of old red porphyry? The occurrence of crystals of feldspar of that form which they usually have in porphyries, inclines me to think so.

To the preceding minerals which enrich the neighbourhood of Mamainse, I shall add the different ores of the numerous concessions at this point, that is to say, blue and green carbonate of copper, mixed with earth; fibrous banded malachite, as beautiful and as susceptible as the analogous rock of Siberia, streaked copper (philipsite) in veins the *sahlebandes* of which a serpentine; native copper in branching masses imperfectly crystallised at the surface with a gangue of Iceland spar in some specimens, and hyalin quartz in others.

Occasionally a little silver is found among the metallic copper. We shall add also among the ores, sulphuret of zinc (blend) with argentiferous galena;

sulphuret of barium, etc. The working of certain mines at Mamainse dates from a very remote period; it was carried on by the Indians before the conquest. A rounded mass of mimosite shaped like a hammer, which was found in one of the mines, was used no doubt by the primitive inhabitants to crush the ore. At Mica Bay the streaked copper ore and yellow pyrites are found in a gangue of hyaline quartz crystallised in groups radiating from different centres and terminating in apices. At the same place we have a spathic limestone charged with earthy malachite.

At Pointe aux Mines not far from, and north of Mica Bay, I observed a sort of reddish concrete, with a preponderance of quartz, a little mica and carbonate of lime, mingled with which was native copper.

The rapids of the river Montreal fall upon a very remarkable rock of orthose feldspar, very spathic with a little crystalline quartz; this is in reality, a coarse pegmatite. In the same neighborhood a certain description of syenite contains a substance having all the appearance of epidote, and which takes the place of hornblende; this is an extraordinary circumstance. The island of Montreal is also formed of sandstone, similar to that of the Parisian Isle already mentioned.

To the north and a little east of this island, the promontory on the shore is a granite with its three usual elements perfectly distinct, affording a peculiarity worthy of notice, namely, that it contains two species of feldspar; orthose, flesh colored, and albytes of a greyish white color in tiers due to the hemitropoidal laminae which are characteristic of this species. We shall see hereafter, what use I make of the nature of these feldspars, to ascertain the relative age of the rocks which are termed crystalline.

The last mentioned granite passes gradually into pegmatite by the diminution or complete disappearance of the mica.

To the east of this promontory the point of Agewan affords first a kind of trapp or mimosite of crystalline structure, which appears externally in steps. This rock traverses crystalline quartz.

Before arriving at Cape Gargantua, following the line of coast we perceive a large quantity of syenitic masses of rose-colored laminated orthose feldspar, a little quartz and some greenish particles of amphibolic matter.

At Cape Gargantua exists also a system of trapp rocks in regular layers, sometimes cellular and dull, resembling certain basanites in the possession of Mr. Cordier; and at other times more compact, with green amygdaloid stones and numerous agates; in all these rocks native copper abounds.

The islets off the Cape are also formed of cellular trapp where the surface is exposed to the atmosphere, and shows a tendency to amygdaloid structure internally. They are dark and appear to be decomposed.

One of the islets off Cape Gargantua also yields a black trapp, of which some specimens contain whitish crystalline particles, resembling internally the muscle of the black schists of Brittany.

Between Gargantua and Cape Choyé again appear in places the same perfect granites and pegmatites which we have already noticed as existing at the promontory on the shore opposite the north side of the island of Montreal; we then find them all along the coast from Cape Choyé to the neighborhood of Michipicoten river.

Beyond Cape Choyé at Pointe Brulée there is a conglomerate of orthose and quartz; and on another point a rough concrete of hyaline quartz and spathic limestone sprinkled with yellow copper pyrites.

To the north of Michipicoten river I traced a phylladian rock perfectly well marked, more or less glossy according to the quantity of talc, of a greenish grey, very schistoid, and crossed at different points by small veins of crystalline quartz.

From Michipicoten harbor, following a direction along the coast at nearly an acute angle with the preceding direction, we find another variety of schistoid rock.

a deep green talcschist, very silicious in some places, containing some pieces of extraneous stone and shewing a few small veins of copper pyrites. Following a similar direction to the west of Michipicoten harbor, we observe a magnificent specimen of schistoid amphibolite, in which deep green fibro-lamellar hornblende is most strongly marked. The shore to the north-east and north of Michipicoten island shows a great quantity of mimosite.

To the north of the same island, pegmatites of rose-colored feldspar are very abundant, passing into syenite by a small quantity of amphibolic matter, moreover a very fine-grained granite showing a tendency to a laminated structure, and in some places passing into pegmatites, and especially into the kind above mentioned. Further on to the west along the coast at Rivulet, we meet with the most strongly marked trapp which we have hitherto encountered; at the same place we find mimosite.

At Rivulet also begins a fine description of syenite, which is again met with at different points along the shore, and again, on a long stretch of beach to the north of Pic Island; reddish orthose feldspar very bright, deep green hornblende with the usual characteristics, with a little or no quartz, this rock becomes a diorite. At this place we may obtain very curious specimens which retain the substance of trapp on two parallel surfaces.

But we have now arrived at that portion of the coast which is opposite the north of the Island of Michipicoten, and have even gone a little to the west of it. We shall for a short time leave this direction, and proceed to Michipicoten Island itself, which on every account deserves special consideration.

Michipicoten Island.—This island is so situated that a line drawn from the south-east of Mamainse, through the eastern extremity of this island would by its other extremity infringe upon the north-west of Otter Head. Its geological nature also resembles that of the two extreme points which we have just mentioned.

We shall particularly notice in this island, which we have specially studied, the following principal groups of mineral substances: amygdaloid trapp, agates, native copper, sandstone and conglomerate. We shall rapidly give some particulars concerning each of these, beginning with the last mentioned.

The conglomerate at Michipicoten is a very remarkable stone, which attracted our notice by its external appearance and its singular nature, which we had some difficulty, at the first attempt, in determining.

It presents all the characters of a rock aggregated on a base imperfectly crystalline, of a dull fracture, reddish color, sprinkled with small green spots, and apparently syenitic. We see pebbles or rounded boulders of sizes varying from that of the fist to that of a pea or hazelnut and of the same composition as the base. This stone seems to possess all the properties of a conglomerate, that is to say, of a mass which we suppose to have been aggregated together by the water and derived originally from a syenitic porphyry or from syenite itself. It contains a sprinkling of sulphuret of copper and in some places malachite; metallic copper cannot be distinguished in it. Therefore, it cannot be of the same age as the sandstones which we are about to mention.

The sandstones in Michipicoten Island are composed of a large proportion of grains of quartz, and of a smaller quantity of red feldspathic particles, the whole colored with sesqui-oxyde of iron and impregnated with metallic copper.

The trapps offer for examination different varieties of structure and compactness. They pass gradually into the amygdaloid structure. The amygdaloid stones are even more various than the trapps properly so called; a base of different colors, dirty red, greyish, greenish, brown, etc.; compact or earthy texture in different degrees, round cells or cavities or prolonged oval openings, etc. The substances which fill up these cavities are very numerous; hyaline quartz in small bi-pyramidal crystals, stilbite in course of decomposition, red heulandite, laumonite, epidote, a green

substance peculiar to this variety of stone, Iceland spar, silica in different states, principally as agate. Of the latter alone there are numerous varieties, chalcedony, cornelian, agate of an amethystine color, banded agate, and geodes of agate with hyaline quartz in the centre, or crystals of amethyst, clouded or colorless, &c. The substance of the agate sometimes envelopes in a very curious manner rhombohedra of Iceland spar as large as the thumb. I have also found in amygdaloid rocks a black jasper with a slightly resinous or Sydian fracture, a blood-red jasper, another variety of the same rock of a deep uniform green, which would yield a stone susceptible of a magnificent polish.

In the amygdaloid rocks, but external to the rounded cavities properly so called, I observed considerable quantities of Iceland spar equally distributed either in veins or in irregular masses, a fine variety of analcime in very well-defined trapoidal crystals aggregated and united by a ferruginous band; the facets of these crystals are rather rough, have no brilliancy and seem to have undergone slight decomposition; specimens of well crystallised mesotype in four sided prisms terminated by quadrangular pyramids of a reddish color, like the preceding variety; green epidote or veins of limestone; a fine concrete prehnite tuberculated externally, fibrous and often radiated internally, of the clear green color, for which it is well known, associated in some specimens to laminated apophyllite; numerous other varieties the nature of which is not yet well determined.

Finally, the mineral of the greatest importance, with respect to utility, is the native copper which is embedded in the amygdaloid rocks; it takes all the forms of the cavities in the stone which contains it, and is usually more abundant when the amygdaloid rock is charged more or less with a soft green substance of a serpentine appearance. We also find it sometimes in a very compact variety of rock speckled with red, brown and green, containing much lime when it is found scattered in a ramified form with pointed apices, and of a blackish color. Does it then contain silver? This last mentioned metal is not uncommon on the island, we have, in a manner leaving no cause for doubt, proved its existence in a gangue of red jasper and limestone. Let us now return to the spot which we left a short time ago on the line of coast to the north of Rivulet.

The portion of coast between Pic River and Otter Head is composed of an aggregation of granitic rocks; granite properly so called with an enormous amount of quartz and orthose feldspar, but very little mica, very feldspathic pegmatite of a rose-color crossed by white veins of crystalline quartz; syenite similarly charged with much feldspar and containing very little quartz; this latter mineral also in veins with epidote scattered through it. To the north of Pic River I found talc and asbestos accompanied by a vein of quartz.

The rocks to the north of Peninsula Harbour are of syenite. Pic Island is formed of masses of the same nature.

L'Anse a la Bouteille, north-east from Slate Island, and opposite to it, possesses a formation of mica-schist very much laminated and micaceous. At the same place I obtained a curious specimen of asbestos from a quartz chlorite.

More to the north of Slate Island a rock of greenstone is crossed by veins of spathic limestone and is sprinkled with yellow copper pyrites. The specimens are moreover encrusted with serpentine matter. Would not this be a good distinctive character in rocks of a blackish green or black, of a purely crystalline or perfectly compact structure, which show themselves so commonly along the coast which we have hitherto passed over; would not this character, we say, serve well to distinguish those of a pyroxenic composition from others which constitute amphibole? The serpentine matter seems to us to be generally associated with the latter, as well as the yellow copper pyrites, while both substances appear to us totally absent when under different circumstances we found a pyroxenic base.

This character might be added to that of the nature of feldspar to separate the two substances, amphibole and pyroxene, otherwise so difficult to be distinguished one from another as we have already seen.

The *Ecrites* to the north of Slate Island, are formed of pegmatite rose-colored feldspar in large laminæ and a little quartz.

Slate Island is remarkable for its white talcschist, rather glossy, much laminated and sprinkled with a quantity of brownish amorphous particles with a dull fracture, which seem to be decomposed garnets. In the same island there is a very hard amorphous rock of a pistachio green, which may be called compact epidote.

Lastly, I obtained a very extraordinary stone of a blackish color, with resinoid fracture mixed with small lamellated crystalline pieces of a vitreous fracture, probably a species of feldspar, the nature of which it would be very interesting to determine in order to decide the relative age of the rock.

Taken as a whole, it is precisely similar to that which French authors designate as *stigmite*, and which slightly resembles obsidian and retinite. We now reach a number of islands and islets situated on the north-east of the lake, and which give so decided a character to this part of the country. The islands are arranged in a line slightly curved toward the island of St. Ignace, the principal among them as regards size; from thence the direction is obviously from the north-east to the south-west. One of these islands towards the eastern extremity of the group, and due east from St. Ignace, and containing in its centre the concession of McGill, is formed of slightly amygdaloid trapp, and on the south shore in the same concession, we find a decomposing columnar or basaltic trapp as it is called. An analogous rock of similar shape exists at the north-east extremity of Royal Island.

At some distance from the trapp in the same concession, there is a deposit of a combustible material, of which the nature is frequently very resinous, and the fracture and external appearance like that of anthracite; however, the mineral is duller and more amorphous at other points and is in contact with the trapp.

In the island of St. Ignace we find a great variety of rocks; *mimosite* in crystalline grains in the neighborhood of trapp; *syenite* in contact with the same rocks; reddish dull quartzose porphyry in different stages of decomposition; one description of rock, of amorphous texture, incompletely compact, of a reddish color, mingled with schistoid masses in some places, and little fragments evidently rolled round in others, which would seem to have been a sort of porphyritic detritus perhaps, conjoined with the decomposed porphyry already mentioned and having undergone decomposition at a later period. Some islets near St. Ignace are of a compact greenstone.

Hopkins' Island is composed of decomposed porphyry, much resembling the rock which French geologists call *argilophyr*. One of the isles at the end of the group, that which bears the name of Derbyshire (the concession) is also one of the most interesting on account of its geological nature. We observe here amygdaloid rocks, basaltic trapp, other trapps interposed between limestone and reddish rocks, which divide into thin resonant slabs, and being very analogous to the red dull sub-compact rock which we have already noticed at St. Ignace; but they are much more fissile. At other points on the same island (Derbyshire) the previously mentioned less laminated red rock resembles much more that of St. Ignace. At *Roche de Bout*, near Agate Harbour, south-west from the island of St. Ignace, I shall notice a very remarkable mass of a bright red, with a petro-silicious base and slightly resinoid and conoidal fracture, containing particles of hyaline quartz and of vitreous lamellated feldspar scattered through it. This rock has a porphyroid appearance. It is crossed at certain points by irregular bands of grey quartzose petro-silex, and shows itself sometimes penetrated by balls of the same petro-silex, rough externally and easily detached from the gangue. It reminds us to a certain degree of the variety of porphyroid rock, with equally rounded nodules which the French call *pyromeride* and which is found in the island of Corsica. The balls here are not boulders, that is to say stones which we suppose to have been rounded by the motion communicated to them by water; it is a simple chance consolidation, which, up to a certain point, has been controlled by the law of retraction when the rock, still in the plastic

state, gradually hardened and became solid or reached a peculiar condition in the process of the re-decomposition of the rocks, concerning which but little is yet known.

Finally, in some of the more remote islands, I noticed a green chloritic rock, which was of compact texture, veined with yellow copper pyrites, and spathic limestone. Here we take leave of the islands, to proceed in our rapid exploration of the lake shore, taking the direction of Cape Thunder.

The mountainous range which runs along the east side of Thunder Bay is crowned with white sandstone containing particles of pure quartz slightly feldspathic. The northern side of this bay afforded a collection of rocks difficult to classify, among them a kind of conglomerate, having angular portions enveloped in a mass the components of which are so strongly amalgamated, that it is hard to separate so as to distinguish them. The composition of this rock seems to be principally feldspathic.

On the same line of coast I visited several concessions, and found the following minerals chiefly:

Lamellated blende in a gangue of quartz in crystals which also contains angular portions of trapp. The same metallic sulphuret with a little galena in a crystallized hyalin quartz of various colors, chiefly amethyst, and here again angular fragments of trapp embedded in the mass. At certain points of this mineral district, we pick up magnificent clusters of crystals of amethyst hyalin quartz, and I broke off large specimens in which we have the singular phenomenon of great angular fragments of syenite, trapp, petro-silex, &c., in a gangue of hyalin quartz in beautiful crystals of several varieties.

At the *Falls of Kaministiquia*, westerly from Fort William, we first fall in with a very singular rock, of which we had at first some difficulty in determining the character. Black or of a deep brown, hard, so fissile as to yield laminæ of no more than a few millimètres in thickness, it is occasionally divisible into pseudo-regular solids of a variable number of sides, similar to the prismaticoids of basalt. The composition of the rock seemed to bear some resemblance to that of trapp, but a question arose,—is the cementing crust a detritus of trapp, or did the substance of the trapp, expanding at the time of its formation, acquire this laminated structure? I am unable at present to answer this with any certainty. Occasionally it contains bands of siliceous matter. I traced it from the *Falls of Kaministiquia* along the north-west side of Thunder Bay, from whence it runs away in a north-easterly direction.

Among the rocks of which the coast from *Kaministiquia* to Pigeon River particularly consists, I remarked a green stone with some serpentine matter sprinkled with yellow copper pyrites. At one point I found an eurite of a very uniform texture, and here my tour of exploration was to close, for beyond this, learned geologists of the northern States have gone before us, with sedulous zeal of investigation. In the course of this journey, a long one, if measured by the distance travelled over, too short if we consider the difficulties of all sorts attending it, I have not done more than catch the general features of the region. By the force of facts collected, however, the landmarks which I have planted at intervals, and the verification of mineral substances on the spot, as here described, I have now succeeded in establishing, at least generally, the geological constitution of the country.

STRUCTURE AND ORIGIN OF THE MASSES.

Throughout the whole length of the Canadian shore of Lake Superior the external aspect of the land is more varied, and the structure of the mineral masses more complex than on the American side.

In the first place, looking at the external form and outline of the country, we find it intersected by several distinct chains. In the North-West we have one which takes a direction North 5° , 10° East; in the North-East we have two principal chains, one running North-East and South-East, two from North-East to South-East. The latter off Michipicoten on the eastern side takes a direction East 5° North, and subsequently returns to North-East. This chain afterwards becomes bi-furcated; one branch running to Michipicoten the other to Kewenaw Point. This is likewise the case with the former chain which divides and furnishes a branch parallel with the River Ottawa. With respect to the internal structure of the masses, we rarely find those beds or strata of aqueous formation, the regularity, uniformity, and continuity of which over large tracts, the position and the fossils render the explanation of them so simple and so easy. The rocks which present this structure and which may have been deposited by water, appear merely exceptional, in narrow isolated strips in the region before us. In the island of Michipicoten and at other points they are conglomerates. Sandstone is found in the island, towards the southern extremity of the eastern shore, along Thunder Bay, &c. To these stratified masses we might add the schists, or to speak more properly those reddish rocks of schistoid structure which appear at different points particularly westward from the Lake, and in some of the northern islands, St. Ignace, Derbishire, &c.; but those rocks bear deep traces of decomposition, and although in structure they are like the usual residua of water, their composition does not indicate precisely that kind of origin.

The greater part of the mineral masses lying to the west, north and east of the great Lake present accidents of form and position differing entirely from those of the preceding; there is no trace of stratification, in the exact sense of that term. Their forms are rounded or pointed, whether entire or divided, without regular internal divisions, varying as they succeed each other. Their mineral composition differs widely from that of watery deposits, consisting almost entirely of the silicates, (feldspar, amphibole, pyroxene, mica, &c.) They are frequently traversed by narrow bands, differing in nature from the rocks containing them. Those bands (threads, veins, or dykes, for by so many names are they designated, as the case may be) are generally at the middle or near the position of the metallic matter.

To introduce order into this chaos, in the face of so many various accidents the geologist depends almost entirely on his knowledge of the relative composition of the masses, of their relation to each other, and of the direction and dip of the bands which traverse them.

To recombine and re-arrange was a work of time and difficulty. Details of form and structure increased at every step. I have, however, endeavored to seize upon the most characteristic features of a system.

My views were particularly directed to a knowledge of the places abounding in the useful metals, those producing copper receiving a large share of my attention; in its native state, this metal is found exclusively on Lake Superior. It has been said to be found scattered through trapp, and even produced at the same time as that rock, but I have not found this altogether to be supported by facts. The veins of copper do, indeed, occasionally run side by side with the ridges of trapp, an arrangement which may have led to a conclusion that they are contemporaneous with it, but they frequently cut across such ridges at right angles. Beyond these we find but meagre traces of copper in the sandstones and conglomerates; it is more abundant, I confess, in the amygdaloids of trapp, but its presence in these is easily explained by the porous nature of the rock, and the immediate contact of the veins. I have thought moreover that the positions in which copper is found on the Canadian side of the Lake did not greatly differ from those yielding it on the southern shore. The position of the ore in various

parts of that region is perfectly well known, the workings much more numerous, of older date, and carried to greater depths and distances, have brought to light their minutest details, their productiveness, and their direction. Lately they have been described by experienced geologists, and more particularly by Mr. Rivet, a talented French Engineer, and professor in the Imperial School of the Mines at Paris. From his description we borrow a few details which will complete our information relative to the natural position of copper in our country, a position which does not greatly differ I must again observe, from that of the same ore on the opposite shore.

"The layers of copper," says Mr. Rivet, "at Point Kerwenaw and in Royal Island, exists in three conditions, at first different, but resulting from the same action.

"1st. In nearly vertical veins, evidently perpendicular to the direction of the ridges of trapp and the beds of conglomerate, crossing almost without deviation these two strata and even the sandstones.

"2nd. In veins parallel to the ridges of trapp, either both in direction and inclination, or in direction only. The first are the veins of contact, interposed between ridges of a different nature, the second are real veins, nearly always accompanied by important veins penetrating between the ridges of the investing rock. They have hitherto not been explored, except in the trapp. They have never been sought for in the conglomerate, experience having proved that this stratum is not metalliferous."

Besides the research would be expensive, as it is mostly covered by alluvion.

"3rd. Finally, the native copper is distributed in the ridges of a very porous amygdaloid; the richness of this bed is not great. The copper exists in it in quantity, only in the neighbourhood of the transverse veins or of the veins parallel to the direction of the rocks."

Although I do not altogether adopt the views of M. Rivet, and the works carried on since his visit among us have furnished results not entirely in accordance with his assertions, nevertheless the description which he gives of the layers of copper to the south of Lake Superior is on the whole true, and is to a certain degree, equally applicable to analogous layers in the west, the north, and the east of the Canadian belt.

"The richness of the veins and the nature of their gangue," says moreover M. Rivet, "present an interesting connection with the rocks which they traverse. In the conglomerates the veins have no *sahlbande*, and the gangue is nearly always white spathic limestone, milky, presenting well marked cleavages. It is mixed with a little quartz.

"In the ridges of trapp the veins are also filled with spathic limestone, quartz, sulphuret of barium and chlorite; they show besides a peculiar circumstance which consists in the presence of angular masses of trapp of all sizes, and in that of different zeolites, especially prehnite, lanmonite, analcime, and epidote. The prehnite is most common. It is in mamillated crystals distributed in the geodes or neighbourhood of the copper; it is intimately mingled with quartz and feldspar, and forms a very hard compact gangue of a light green color, and which the miners consider as an indication of the richness of the ore.

"In the conglomerate the veins are generally single and well enclosed, their thickness varies from 0m.35 to 2m. in the trapp; on the contrary the lateral veins seem very common and are very often much separated from the principal vein; they have also the same description of filling in the corresponding bands. The thickness of the veins is very variable, exceeding 3m. in the widest and diminishing to 0m.15 or even 0m.10 in the narrowest parts; it is larger in the amygdaloids than in compact trapp, larger towards the north than towards the

“ south. Its average bulk for the different veins would seem to range from 0m.25 to 0m.85. The veins sometimes contain a little silver as well as copper, the copper is found either native or in the state of ore such as copper pyrites, sulphuret of copper, grey copper, etc. The silver is always native, it is sometimes found alone in spathic limestone, but most frequently mixed with copper. These two metals are very firmly united, so that the copper may be worked cold without separating the silver, but they are never chemically combined; it is always a mixture, even so as to be discernible. Analysis does not show silver in those specimens of copper in which that metal is not clearly seen.”

Now, it may be asked of me what was the source of all the rich concentrations of metal in the bosom of these rocks? You are already acquainted with my answer; I have already given it in my first report on the exploration of Lakes Superior and Huron; the primary source of all metals exists in the rocks which compose the solid crust of the earth; a powerful force selects them, separates them, disposes them according to certain settled rules; this power is electricity. It has acted energetically at different geological periods, it is still in action, and to its agency I attribute the formation of metalliferous veins and masses.

It is unnecessary for me to mention in this report all the laws according to which the rocks are decomposed and recomposed, since, when on the subject of the metallic formations which exist in different rocks, I have already described them in general terms in my previous reports. My opinion rests on most decided facts, observed carefully not only in the region which has been the chief object of my researches, but also in all parts of the globe where the presence of ore has been proved; among these facts I shall mention in particular the intimate connection which usually unites metallic matter with the gangue of the veins and with the rock which surrounds it.

At Lake Superior the phenomenon is striking; I have verified it under many circumstances, but it is not peculiar to this country; examples of the same connection have been noticed elsewhere.

“ Often,” says M. Burat in his treatise on the position and working of useful minerals, “ the enclosing rock would seem to have exerted a considerable influence on the composition of the veins. This influence seems to result from two different sets of facts, the first purely mechanical, the second chemical.”

In the first, may be classed the specimens of the veins of Galena in Derbyshire crossing at once the metalliferous limestones, the sandstones and the trapp rocks, which are interposed between the layers so as to present a repeated alternation; the veins large and rich in the limestone are shrunken, poor, and often altogether arrested in the sandstone and the trapps. At Andreasburgh it has frequently been remarked that the veins were richer and larger in the schists than in the Kiesel-schiefer. At Kronsburgh in Norway, the narrow veins traversing a gangue of spathic limestone into a layer of amphibolic micaceous gneiss, and some of the schistoid layers are penetrated by copper pyrites, galenic and blendic pyrites; these are termed *Fahlbandes*. It is only when they cross these fahlbandes that the veins contain sulphuret of silver and native silver, crystallised or filiform, and accompanied by pyrites and pyritic copper. This law of arrangement was proved to the depth of 565 metres.

Certain veins in Saxony and Bohemia, crossing the schistoid layers and porphyric masses are enriched in these last rocks whilst they are unproductive in the schist, without however, any change in their volume. Usually we observe different circumstances, such as the close adhesion of the vein to the rock which enriches it, and the facility with which this rock is penetrable by metallic substances; which would lead us to think that there must be a real affinity between it and the metallic ores; some veins at Joachim's seem to demonstrate this affinity.

Elsewhere the author says, “ We see that there are in metalliferous districts,

“certain general rules which guide us in the search after the richer portions of veins. To these general facts based on the promise of the veins and the nature of the enclosing rocks we may add others, founded on the variation of the gangues and the relation which exists between certain of them and the ores.

“In nearly all the localities containing veins, there is an affinity of one particular gangue for one particular ore, and expulsion for others. The result is, that gangues such as hyaline quartz or chalcedony, sulphuret of barium and fluor spar, will, in certain cases, be valuable indications to aid in the search for ore. In other cases, an ore will serve as a gangue for another of greater value; an oxide or carbonate of iron will accompany ores of copper.” From these learned observations by M. Burat, we will lay aside certain deductions which would not agree with the theory published in my last report for the year 1856, and merely retain the facts; these are well established, and prove clearly that there is a close connection between the nature of the contents of the vein and the surrounding rock. Now if these metallic substances came from the centre of the earth in a state of fusion, and were sent from below upwards to occupy their present position as has been alleged, why should they have shown such a decided preference for any particular rock through which they passed? On the contrary in my theory, the principles of combination, being already disseminated through the rocks, naturally yield under the influence of electric action products generally allied to the mediums containing them.

It would have been of the greatest importance for me to be able to verify in a greater number of instances at Lake Superior, the affinity between the metallic matter and the rocks in which we find it concentrated; but I reserve this field of research for a more favorable occasion.

RELATIVE AGE OF DIFFERENT FORMATIONS.

The facts hitherto acquired concerning the geological nature of the Canadian shore of Lake Superior, and especially the observations which I have myself made, do not appear to me as yet sufficient to enable us to determine satisfactorily the different periods at which the different groups of mineral substances above described, were formed; all that I may say on this subject must, for the time, be considered hypothetical, and as such I shall make the following observations:

As we have seen while treating of their origin, the mineral masses which compose the northern shore, consist of two distinct groups; one the different parts of which evidently deposited by the waters, contain the fossil remains of organized life, or are regularly stratified; and these are represented around our great lakes by conglomerates, sandstone and limestone; the other group in which there is a total absence of fossil remains and in which the structure is more massive, and being composed of granite or other crystalline silicious rocks. The relative age of both could not be ascertained from the same characters. The geological era during which rocks of the first class were formed would be determined especially by the nature of the fossils which they might contain; but on the portion of the coast of Lake Superior which forms the subject of this report, fossiliferous deposits are rare, or indeed are altogether wanting at some points. If it be true, as has been alleged, that there is a connection of a mineralogical nature, of stratification, of direction, of dip, or even of continuation between the conglomerates and the sandstones which we have noticed at certain points of this region; for instance the coarse conglomerate of Michipicoten and the sandstones which constitute many of the islands towards the south-east extremity; if it is true we say that there is such a connection between those rocks on both shores, one necessarily partakes of the age of the other. The sandstone and conglomerates on the south or American side belong, it is said, to

the lower Silurian period; the same rocks on the northern side would belong to the same period, but the connection of which we have just spoken, has not been, to my knowledge satisfactorily proved; and moreover are we quite certain that the divisions on the south shore belong to the lower silurian period? We shall not hesitate to pronounce these divisions as of more modern date for reasons which we shall hereafter explain. With regard to the crystalline or azoic rocks (which are most strongly developed on the Canadian shore) as fossil remains and position are both wanting as means to determine their age, we must have recourse to other means, namely, to the peculiar mineral composition of each formation.

Casting a glance on the comparative scale of silicious rocks disposed according to their supposed order of formation, it is not difficult to perceive that at the lower stages hyaline quartz predominates with feldspar and mica; higher in the series the mica disappears, the quartz predominates in relative quantity and amphibole begins to show itself; at the third and highest level the quartz has itself disappeared and the amphibole gives way to pyroxene. One mineral only can of itself present varieties of difference, according to the level it occupies. Let us take the feldspar as an example. In the lower divisions of the scale of earths it is exclusively orthose (with potassa for a base), it is the feldspar of granite; we know it by its more or less decided flesh-color; its specific gravity is less than that of other varieties of the same nature; its tendency to silex is comparatively very great. In the middle divisions the orthose feldspar of silicious rocks diminishes or disappears altogether to give place to albite (with soda for a base) generally of a white color, of rather greater specific gravity and easily distinguishable by the retreating angles of its crystals, which circumstance is owing to the nature of the transposition of its laminae, to which mineralogists give the name of *emitrophy*.

The higher divisions in the scale of the age of the silicious rocks are marked by the appearance of two other varieties of feldspar, first the oligoclase and then labrador; in oligoclase, the specific gravity goes on increasing; the color is of a greenish grey; it is without lustre and has a less laminated fracture; the tendency to silex is less than in the two other varieties.

In labrador the specific gravity is much greater than in any other variety of feldspar; the color is variable; we perceive fine striæ on the laminae of fracture; it is less silicious than oligoclase and is the most modern of any associated with pyroxene; it constitutes a great number of volcanic rocks, even of modern date. To recapitulate, we find differences in feldspar depending on the age, the specific gravity which goes on increasing according to the recency of its date; on its tendency to silex, which diminishes inversely in the same ratio; and on an aggregation of other general characteristics.

Let us now apply this very important characteristic of the relative age of the silicious rocks to the mineral masses of the same order, which constitute our Canadian shore. If we examine these masses with regard to their composition, we find among them three principal groups.

1st. The granite and the subordinate rocks of the same class; in this first group mica is one of the essential elements, hyaline quartz abounds, the feldspar is of the orthose species, therefore, this we may consider the most ancient group.

2nd. Syenite and the two rocks generally found associated with it, that is to say, diorite and greenstone; here the mica gives way to the hornblend, and the quartz has nearly altogether disappeared; and as to the feldspar, albite is joined to the orthose variety, and even sometimes becomes exclusive; these rocks, in our opinion, should occupy a middle position in the scale of relative periods.

3rd. Mimosite with the trapps and amygdaloid rocks. In this group on Lake Superior, pyroxene evidently predominates, although I have not yet been able to prove this by satisfactory specimens. The feldspar belongs to the oligoclase or labrador, more probably to the latter, as I have been enabled to prove by a well marked

specimen from one of the islands on the north side of the lake. The feldspar associated with pyroxene undoubtedly places the trapp rocks in the most modern period.

Now that we know the relative ages of these three groups of azoic stones, let us enquire what may be their connections with those of the group containing fossil remains. The pure granite, free from accidental substances which we have observed at different points, was certainly anterior in formation to the conglomerates and sandstones. The syenites and other amphibolic rocks, although later than the granite which they divide at various points, would, in reality, be a lower formation than the same (conglomerates and sand sandstones.) In fact, in the conglomerate at Michipicoten Island, we distinguish rounded portions of syenite or of syenitic porphyry, and the base itself contains amphibolic matter. As to the pyroxenic rocks (mimosites, trapps and amygdaloids) they cross both the preceding masses; they are, therefore, of more recent formation than the latter, whether judging by this circumstance or by their composition. Their first formation commenced, no doubt, with the mimosites anterior to the most ancient conglomerates; subsequently, the true trapps were formed; the bands of these latter rocks alternate in many places with the conglomerates. Thus then, we have come in the determination of the absolute age of the trapp rocks, to the question, what is positively that of the sandstones and conglomerates? Forming his opinion by the whole of the rocks which compose my collection at the Museum of Natural History at Paris, and from their great similarity to those of certain parts of the European continent, the illustrious professor of geology at the museum, M. Cordier, thinks that the pyroxenic masses of Lake Superior date from the latter part of the carboniferous period. We shall quote the letter which he did me the honor to write on this subject, *verbatim*.

“PARIS, 5th February, 1857.

“SIR,—The beautiful specimens of rocks obtained from Lake Superior and the neighbouring country, which you have been kind enough to present to the Museum of Natural History of Paris, as pyroxenic porphyry in process of decomposition, and cupriferous trapp are, 1st—Mimosite; 2nd—Pyroxenic porphyry; 3rd—Wackes, in some cases imperfect, in others fibrous, in some hardened and amygdaloid, all formed by the decomposition of the pyroxenic rocks Nos. 1 and 2. With the exception of the abundance of copper which they contain, and the accidental presence of a little native silver, they are in the aggregate as in detail, identically similar to those which constitute the great system of pyroxenic rocks of volcanic origin either intact or changed into the state of wackes which occupy so large an extent in the district of Oberstein, in the Palatinate, a system with which I am perfectly well acquainted; I do not doubt that your rocks are of the same period. Now, the formation of the great pyroxenic system of Oberstein unquestionably coincides with the end of the carboniferous period, properly so called, for, in the first place the rocks belonging thereto are the transverse containing boundaries of the coal-fields of the country; on the other hand, all these coal-fields or pyroxenic strata in the Palatinate are frequently covered by transgressive superstrata of conglomerates (psefites, Rothetodte Liegende of the Germans) which are partly composed of their debris. Finally, all your pyroxenic rocks from Lake Superior and the surrounding region, whether entire, decomposed, amygdaloid or cupriferous are, in all probability, the ultimate products of the great anthraxiferous or carboniferous period of every geologist.

“Accept, sir, the assurance of my most distinguished consideration.

“L. CORDIER.”

MUSEUM OF NATURAL HISTORY.

PARIS, 5th February, 1857.

" SIR,—The beautiful collections which the Museum of Natural History owes to your generosity are now classed in the laboratories of the establishment, and we begin to have a more certain knowledge of what you have been pleased to give us. The whole collection has, according to your desire, been divided into three separate collections. The first is composed of rocks of the primary and secondary formations of the northern shores of Lake Superior and Lake Huron in Upper Canada. The number of specimens of rocks is three hundred and fifty-nine. The second comprehends the organized fossil remains (animal) of eighty and odd specimens.

" The beautiful specimens of orthoceres or of omoceres which you have added to our very rich collection of fossil cephalopods will complete the zoological chain of this very interesting class of mollusca, to which the researches of Messieurs De Verneuil, Agassiz, Hall, Froost and others have already added so many links. You have also enriched us with several terebratules or brachiopods which we required, and we must say the same of the crinoides.

" Finally, the third portion of your collection is formed of specimens of the indigenous woods of those northern regions, which have the rare merit among this class of collections of being well labelled.

" Accept, Sir, with the expression of our thanks that of our most distinguished consideration,

" The Professors, Managers of the Museum.

" FLORENZ,

" Manager.

" JOS. DÉCAINZ,

" Secretary.

" A. DE BRONGNIART,

" Treasurer.

" Another relic from Lake Huron showed us the lower phryngals of some labroides, of which the fresh water lakes of America contain several species.

" A. VALENCIENNES."

Among the magnificent collection of specimens exposed to public view and arranged according to their age in the geological gallery of the Museum of Paris, M. Cordier has indeed classed the products of Lake Superior of which he had already received some specimens before ours, with the specimens of Oberstein and other places of similar geological composition in the carboniferous stage of the anthraxiferous period, and indeed, seeing these specimens thus placed in opposition, it is impossible not to perceive the great analogy which there is between them—an analogy which shows a common origin: If my own observations had been more profound, I would here venture to make some remarks on the carbonaceous combustible found associated with trapp in the McGill concession, a combustible which presents in some specimens much analogy to real coal; would it not prove also that the age of the system is coeval with that of the coal formation; on another hand, does not the deposit of coal which I discovered at Quebec, the true origin of which can now be no longer doubtful, as I shall show hereafter, seem to establish a similar connection?

If at a future period we obtain the necessary means to continue our researches, to examine the facts in their more minute details, and to verify upon the spot the relations of the different masses, we hope to be able one day to settle satisfactorily this difficult question.

LAKE HURON.

The general observations which we have made concerning Lake Superior, and the general conclusions which we have drawn from them concerning the origin and age of the great mineral masses of that region, are to a certain degree equally applicable to Lake Huron; the differences are simply in the details; a rapid journey along the north-east and north shore of this lake will easily make us acquainted with them.

For Lake Huron also we leave the south-east extremity of the Canadian shore, Penetanguishene Harbor, to finish our journey at the opposite extremity, at Sault Ste. Marie.

One of the islets to the west of Robert's Bay is composed of syenite of schistoid structure; going westward, we meet the same rock, but now crossed by veins of feldspar several centimètres in thickness. At other points they are of white quartz, and further on, but still in the same direction, the syenite rock regains its massive structure, to the exclusion of any sign of laminated division.

Opposite the *Giant* islands I observed the same syenite rocks crossed in different directions by veins of quartz several decimètres in thickness.

Moose Deer Point furnishes also numerous instances of veins of feldspar in granitoid rocks.

The same phenomenon of structure occurs at Sandy Islands; the rocks here run from east to west, with an inclination to the north, and the veins of feldspar have evidently a north-easterly direction.

At the Indian Isles a rock of amphibolic and schistoid structure is crossed by numerous veins which run northward.

Bustard Island (*Ile aux Outardes*) is also syenitic. Near the mouth of French River the rocks lose their schistoid position, and now appear only in the massive state.

The *Pointe de Grondine* is composed of quartziferous syenite traversed by veins running from east to west; the mass itself runs north and south; the veins are of the same rocks, but of finer texture.

Near Philip Edward Island I found porphyric rock with jasper and bands of petro-silex.

Opposite Badgley Island there is a fossiliferous limestone, and before *Fort Chibonang* syenite again makes its appearance.

The middle part of Bell Island is limestone.

At *Amédroz* Island I likewise discovered the fossiliferous limestone, but more silicious than elsewhere, and with the fossil remains more decomposed.

Portlock Harbor is composed of trapps running north-west and south-east; and at a short distance from the shore we observe a greyish white limestone of finely grained texture traversed by parallel bands of blackish silex. This causes it to present a striped appearance.

In the southern part of the Bear Camp, to the north of St. Joseph's Island, a white pure sandstone predominates with lumps of feldspar in a state of complete decomposition; this sandstone is stratified in horizontal layers.

At the north of George Island syenite is again visible.

Lake George presents at different points on its shores a pudding-stone, chiefly composed of different varieties of quartz.

Independent of this chain of islets, over which we have so rapidly passed along the Canadian shore of the lake, I should mention the constitution of the great islands situated further from the shore, which present fossiliferous limestone regularly stratified. I shall notice chiefly *Bedford*, *Amédroz*, *Serpent*, *Bigsby*, *Sulphur* and *Tessalon*, and the great islands *Manitoulin*, *Barrée*, *Cockburn*, *Drummond* and *St. Joseph*. On several of these islands I collected a great number of fossils; my collection transported to Paris and presented to the Museum of Natural History, has been examined by different paleontologists, of whom some are authorities in the science. I shall mention in particular Messrs. Vernueil, Barrande and others. According to these two eminent geologists, the fossils of Lake Huron belong to the upper Silurian period. One of the islands furnished me with a new description of orthocere, of a remarkable nature, which M. Barrande was pleased to dedicate to me under the name of *Orthoceres Rottermundii*, at the general meeting of the Geological Society of France, which mark of respect was sanctioned by all the members of the Geological Society. One of these fossils is also in the possession of Sir Roderick Murchison, to whom I sent a specimen.

I discovered also at Owen Sound, at the eastern extremity of the lake, some fossil remains of fish, among which M. Valenciennes, Professor at the Museum of Natural History at Paris, recognized the lower pharyngeals of some *Labroides* or *Chionis*, of which the fresh waters of South America contain several species. Not far from the position of these fossils, there is a large surface covered with semi-solid bitumen, of which neither the extent nor the depth is exactly known. Several workings have been established here.

The limestone is of a clear grey color, slightly argillaceous, compact, sub-grained in some places, spathic in others, sometimes irregularly crystallized in its cavities, but nearly always literally composed of organic remains, among which may be distinguished many polypi. On some of the isles or islets nearer the shore, the limestone is sometimes found in contact with crystalline rocks; I found an instance of this to the west of the Indian Reserve No. 7, nearly opposite the middle of the north shore of the lake. One of the islands to the south of *Spanish Islands*, shows a similar arrangement; the limestone is traversed by dioritic veins. At *George Island* the same rock is traversed by porphyritic syenite.

The ores with which we meet at different points along the coast which we have just passed over, are numerous, especially towards the western extremity; we shall make particular mention of the rich workings at the Bruce and Wellington mines.

These are principally ores of copper, and particularly sulphurets of that metal, (philipsite, yellow pyrites, &c.,) whereas, at Lake Superior, the native copper predominates with but few exceptions.

The decomposition of the rocks which gave origin to the metals on Lake Huron, has been rather horizontal than perpendicular to the surface of the earth; and generally the richness of the ore is in proportion to the amount of serpentine matter. The rocks which usually contain the ore are amphibolic in different stages of decomposition. The sulphurets are usually accompanied in the veins by quartz or iceland spar. At the north-east extremity of the lake, there exists a deposit of crystalline graphite, associated with spathic limestone.

LOWER CANADA.

I shall notice a mine of hydrated iron at Three Rivers near St. Maurice, which seems likely to yield a rich and excellent product; the ore is in slightly allular masses; it has a peculiar resinoid fracture which indicates the presence of a little

phosphorus. It is well known that this element combined with iron in small quantities, communicates to it in a remarkable degree the properties of ductility and malleability; in other words it produces what is called a soft iron. Limited time and an advanced season did not permit me to make observations with a view to a report of any length. It is necessary, as for every other object, to allow a sufficient time according to the importance of the spot; but I must here mention a fact of the greatest importance to the country.

It is the fossils on the Ottawa and near Quebec. The banks of the Ottawa possess some fossil remains, among which are those of a fish which M. Valenciennes has described under the name of *Mallotus Villasus*. It is the capelin of the French fishermen of Newfoundland, used by them for bait. Consequently the age of the deposit where these fossil remains were found is comparatively modern.

Finally, I have again carefully studied the stratum of fossil carbonaceous combustible at Quebec, which I had announced and described in another report to the Corporation of Quebec, and which I considered as real coal both on account of its physical and chemical properties, and also of the period to which it belongs. A well known geologist disputed my opinion, called the substance by the name of hardened bitumen. (Vide the report of Geological exploration of 1854, and the sketch of the Geology of Canada addressed to the Geological Society of France, and published in the journals of the Society at Paris on the 7th May, 1855.)

Several specimens which I carried to Europe on my last trip, were submitted to the examination of the most competent savants. They have not the slightest doubt that the combustible in question is indeed coal, both physically and chemically speaking, and that its formation dates from the carboniferous period.

I shall quote *verbatim* the decision of M. Charles D'Orbigny, a distinguished geologist, attached to the Geological Cabinet of the Museum of Natural History at Paris, and a member of the Geological Society of France.

This distinguished Professor was good enough to send me in writing his opinion of the true specific character of this combustible, considered as a mineral.

Here is his letter:

"SIR,—In the collection of rocks and minerals which you have been good enough to present to the Museum, is a specimen of combustible matter from Quebec, the nature of which you and the Hon. Mr. Drummond requested me to determine with precision.

"After examination I recognised this specimen to be hungry coal (*houille maigre*) with impressions of *stigmaria*, which are perfectly characteristic of the coal fields.

"Yours, &c.

"CHS. D'ORBIGNY."

PARIS, 25th February, 1857.

"SIR,—M. Brongniart has sent me a little note, which I enclose to you, written by himself for the determination of the fossil plant of coal, that is to say the *stigmaria*, a fossil very closely related to the *sigillaria*, so closely connected that botanists regard the vegetable which I have just mentioned as the root of the *sigillaria*.

"I am, sir,

"Your obed't serv't,

"A. VALENCIENNES."

“Member of the Institute and Professor of the Museum of Natural History
“at Paris, Jardin des Plantes.”

Moreover, M. Adolphe de Brongniard, Professor at the Museum and member of the Institute of France, and the most illustrious botanist of the day for fossil vegetables, clearly saw in some of my specimens, impressions which he affirms to be those of the *stigmaria*, a species which characterises the fauna of the coal fields. I insert also here, verbatim, this decision in his own hand:

“*Stigmaria Ficoides*.—These specimens certainly belong to this species characteristic of the coal fields.

“(Signed,) A. DE BRONGNIARD.”

Thus there cannot possibly be any further doubt as to the characters of these specimens. We shall be called at a future period, perhaps not very far distant, to extract from our own soil the combustible which we now obtain at great expense from foreign countries.

The importance of such a product would be incalculable.

It must have been already perceived by my report, that I have been to Paris with a collection of specimens, collected and found by myself during my explorations. But I think it right to mention that this voyage to Europe was undertaken for my personal satisfaction and at my own expense, with the consent of the Commissioner of Crown Lands for the time being.

I have also considered that it would be interesting to the public to hear, on certain disputed points, the opinion of those who hold high scientific positions and whose decisions are not to be contemned.

I have the honor to be, sir,

Your obedient servant,

E. S. ROTTERMUND,

Inspector of Mines for the
Department of Crown Lands.

Toronto, 30th April, 1857.

TORONTO :

PRINTED BY JOHN LOVELL, CORNER OF YONGE AND MELINDA STREETS.

R E T U R N

In pursuance of a Resolution of the Honorable the Legislative Assembly of the financial affairs of the Ontario, Simcoe and Huron Railway Company, shewing,—

- 1st. Their obligations or debts to the Government, with the several payments they have made on account of interest, &c.
- 2nd. A Schedule of the Company's funded debts to parties other than the Government, and stating whether any interest is due, &c.
- 3rd. A Schedule of the Company's debts other than the above, &c.
- 4th. A list of the Shareholders' names, places of abode, &c.
- 5th. An account of moneys, &c., paid Presidents, Directors, &c.
- 6th. Company's Income for 1855 and 1856, &c.
- 7th. An account of Contracts for Steamers on Lake Huron, &c.
- 8th. Transactions of the Company for the year ending 30th June, 1856.

GEO. BEATTY,
Secretary.

Dated Toronto, July, 1856.

1ST. GOVERNMENT GUARANTEE.

The Company stands indebted to the Government, for and on account of the guarantee of the Province, in the sum of £475,000 sterling.

For this amount the Province has a first charge on the road by virtue of the Guarantee Act, and as a further security, the Company have executed bonds and mortgages to the Province upon "the whole of the Company's line of Railway from the City of Toronto to Collingwood Harbor on Lake Huron, and all the ground belonging to the said Company, enclosed or to be enclosed, and lying between the said termini, together with all the station-houses, wharves, store-houses, engine-houses and other buildings thereon erected."

The interest on the £475,000 sterling of guarantee was regularly paid prior to the 1st day of January, 1856. The total of interest paid by the Company, including the charge for commission, is £47,924 10s. currency.

Since the 1st January, 1856, the Company has made default.

The Company cannot furnish the dates or amounts of each of the Provincial Debentures issued for their advantage, as the Government Debentures were issued and transmitted direct from the Government to the Provincial Agents in London, nor can the Company state the amount of interest advanced by the Government on their behalf, or to whom paid.

2ND. SCHEDULE OF FUNDED DEBTS.

Amount of the Company's sterling bonds secured by mortgage after the Government lien, having 20 years to run.....	£20,683	6	8	cy.
Amount of currency bonds having 10 years to run...	19,150	0	0	
Do sterling do do 10 do do ...	10,341	13	5	
Do do do do 20 do do ...	219,000	0	0	

In currency..... £269,175 0 0

The interest on these has been regularly paid to the present time.

3RD. SCHEDULE OF FLOATING DEBT.

Amount of bills payable and interest.....	£67,488	0	11
Amount of all other demands.....	46,335	10	2
Claims for losses and detentions	1,925	18	0
Unadjusted claims	5,477	4	3
	£121,226	13	4

4TH. LIST OF SHAREHOLDERS.

The names of the Shareholders, with their places of abode, &c. &c. &c., is set out in the Schedule annexed, marked A.

5TH. PRESIDENTS AND DIRECTORS.

The amounts paid to Presidents since 1851 are as follows :

Mr. Boulton to June, 1852, £200, viz. : £170 in money, and £29 10s. in stock.
 Mr. Berczy to December, 1852, £200, viz. : £148 10s. in money, and £51 10s. in stock. Mr. Morrison from December, 1852, to July, 1856, was voted in all £3,000, of which he received £1571 in money, £332 10s. in stock, and there remains still unpaid £1096 10s.

The total amount paid to Directors for attendance at board meetings, &c., from the beginning to the present time, amounts to £2113 19s., of which amount £1549 14s. was paid in money and £554 5s. in stock.

This is exclusive of the amount paid Mr. Capreol, viz. : £11,152.

6TH. INCOME.

Amounts received during the year ending 1st July, 1855, Passengers	£25,613	17	4
Freight, &c.....	27,606	0	10
	£53,219	18	2
Amounts received during the year ending 1st July, 1856,—Passengers	£35,271	17	9
Freight, &c.....	37,122	13	9
	£72,394	11	6
Increase.....	£19,174	18	4

The foregoing only includes the local traffic of the line. The lake business is noted below.

The income for the next twelve months is estimated at an advance of 75 per cent. on the previous year.

7TH. STEAMBOAT CONTRACTS.

The Company, with a view of developing the business of the line, entered into contracts in 1855 for a tri-weekly line of large steamers from Collingwood to Lake Michigan Ports, and a weekly line to Green Bay; the charter money for five first class steamers amounted to £21,750.

The amount paid on account of the business for that year, 1855, was £120,698 2s. 1d., and the amount received on account of the same was £92,374 12s. 5d., shewing a loss of £28,323 9s. 8d. For this year, 1856, the contract for similar service amounts only to the sum of £6,250, and for 1857 it is confidently expected the service will be performed without any charge to the Company.

RETURN OF THE TRANSACTIONS OF THE ONTARIO, SIMCOE AND HURON RAILROAD FOR YEAR ENDING 30TH JUNE, 1856.

Length of Road open	94 miles.
“ Branches owned by Company, laid	1.5 “
“ Double track,	3.6 “
Weight of Rail per yard on Main Track.....	57 pounds.
Minimum radius of Curvature on Main Track	1432 feet.
Maximum Grade going north, per mile	60 “
“ “ going south, per mile	52.8 “
Number of Way Stations	12
“ Flag Stations	9
“ Engine Houses.....	2
“ Machine Shops.....	1
“ Telegraph Stations, including Termini,.....	10

Number and Character of Locomotives.

Name of each Engine.	Receiv'd.	By whom made.	Driving Wheels.		Cylinder.	Conne-ction.	Condition, 4th April, 1856.
			No.	Diam.			
Lady Elgin ..	Oct., '52.	Portland Fo.	4	5 ft	14 x 20	Inside.	In running order. [pieces.
Toronto	May, '53.	J. Good.	4	4½	16 x 22	Outside.	In a collision, Nov. '55, and all to
Josephine....	“	Brant.	4	6	17 x 20	Inside.	Requires new tires and thoro' rep.
Huron	June, '53.	“	4	5	17 x 20	“	Requires thorough repairs.
Ontario	“	“	4	5	17 x 20	“	Fair running order. [and tires.
Simcoe	July, '53.	J. Good.	4	5½	16 x 22	Outside.	Laid up, requires flues taken out
Collingwood .	“	Brant.	4	5	17 x 20	Inside.	In shop for tire and general rep's
Seymour	Aug., '53.	“	4	5	17 x 20	“	Requires gen. rep's and new flues.
Hercules	Mar., '54.	J. Good.	6	4½	18 x 20	“	Wants new flue sheet and repairs.
Samson	June, '54.	“	6	4½	18 x 20	“	Requires a tire, bad fire box, and general repairs. [eral repairs.
No. 11	Mar., '55.	“	4	5	16 x 20	Outside.	Requires flues taken out and gen-
No. 12	May, '55.	“	4	5½	17 x 20	Inside.	Fair running order, slight repairs.
No. 13	July, '55	“	6	4½	18 x 20	“	Laid up for driving wheels.
No. 14	“	Blackburn,	4	5½	17 x 20	“	Fair running order.
No. 15	“	“	4	5	17 x 20	“	Fair running order.
No. 16	Aug., '55.	J. Good.	4	5½	17 x 20	“	Fair running order.
No. 17	Nov., '55.	“	6	4½	18 x 20	“	Laid up for new cylinder.

Number of Passenger Cars, 8 wheels, 1st class	13
“ “ “ 8 “ 2nd “	8
“ Baggage “ 8 “	4
“ “ & Mail Ex. 8 “	2
“ Box freight cars 8 “	118
“ Platform “ 8 “	155
“ Gravel “ 4 “	13*
“ Hand “ 4 “	2
“ Snow ploughs, 6 “	3

Transactions for the Year.

Number of miles run by Passenger Trains	112,348
Mileage of one car on Passenger Train ;	
Passenger	316,185
Baggage	121,678
	<u>437,863</u>
Miles run by Freight Trains	114,929
Mileage of one car in Freight Train ;	
Box	331,900
Platform	444,276
	<u>776,176</u>
Miles run by Wood Trains	23,999
Mileage of one car in Wood Train	154,675
Miles run by trains worked for construction exclusive of ballasting ;	
Mileage of one car for construction	
Miles run by Ballast Trains:	5,086
Mileage of one car for ballasting	
8 wheel platform	
4 wheel gravel, 103,574, (half of which) being equivalent to mileage of an 8 wheel car	51,787

Mileage of Engines.

Engines for Passenger Trains	112,348
“ Freight	114,929
“ Wood	23,999
“ Construction	
“ Ballasting	5,086
	<u>256,362</u>

Number of passengers of all classes carried in cars.

Adults—Through	30,670
Way,	145,580
Children	2,517
Free, and carried for construction	6,405
	<u>185,172</u>

Number of miles travelled by passengers of all classes, or number of passengers carried one mile.

Adults—Through	2,882,990
Way	5,291,563
Children	113,265
Free and carried for construction	228,225
	<u>8,516,033</u>

*Lot lent to E. & O. R. R. Co.

Number of tons (2000 lbs.) of freight carried.

Moving	1st Class.	2d Class.	3d Class.	Wheat.	Flour.	Car Loads Various.	Total.
North—Local.....	3,140½	3,402	5,745	5½	7½	5,345½	18,146½
Through.....	373	4,619	14	.....	.....	.....	5,006
South—Local.....	746½	726½	4,473	6,894½	7,455½	46,005½	66,302
Through.....	31	151½	2,122	2,235½	3,228½	8	7,777
Total No. of Tons							97,231½

Total movement of freight or number of tons carried one mile :

Local 3,549,524

Through 1,201,079

—————4,750,603

Average rate of speed adopted by ordinary Passenger Trains

(including stops) per hour..... 20 miles.

Rate of speed when in motion 25 “

Average rate of speed of Express Trains (including stops)
per hour..... 25 “

Rate of speed when in motion 30 “

Average rate of speed of Freight Trains (including stops)
per hour..... 12 “

Rate of speed when in motion 16 “

Classification of freight in tons of 2000 lbs.

Description of Freight.		Tons moving North.	Tons moving South.	Total Tons.
Of the products of the forest	Local.	5,995½	47,873½	53,869
	Through.	.....	8	8
Of animals	Local.	193½	413½	607½
	Through.	.....	2,084	2,084
Of vegetable food, including 227,979 bushels wheat, 74,988½ barrels Flour.....	Local.	318	16,830½	17,148½
	Through.	.....	5,496½	5,496½
Of other agricultural produce	Local.	53½	389½	443½
	Through.	14	38½	52½
Of manufactures	Local.	419½	333	752½
	Through.	125	16½	141½
Of merchandize.....	Local.	10,564½	137½	10,702½
	Through.	4,619	124½	4,743½
Of other articles	Local.	599	325	924
	Through.	248	10	258
Total				97,231½

Earnings.

FROM	Total Earnings from all sources from 1st July, 1855, to 30th June, 1856.
Passenger traffic	\$141,087.55
Freight traffic	188,150.55
Mail service	10,340.00
Other sources.....	12.00
Total.....	\$289,590.10

EXPENSES OF MAINTAINING AND OPERATING THE ROAD.

	Allotted to			Total.
	Construction.	Passenger Traffic.	Freight Traffic.	
Stationery, printing and advertising		\$ cts.	\$ cts.	\$ cts.
Repairs of buildings		3,016.27	3,016.28	6,032.55
Station expenses. { Switchmen, &c.		470.92	470.91	35,262.52
{ Station Masters, &c.		3,330.00	6,330.47	
{ Fuel		5,940.89	17,130.42	
{ Sundries		794.46	794.46	
Office expenses. { Secretary				13,548.90
{ Superintendent				
{ Clerks		6,774.45	6,774.45	
{ Sundries				
Passenger Train expenses. { Conductors, Bag. & Brakesmen		7,376.54		19,042.73
{ Oil and waste		474.23		
{ Car repairs		9,530.96		
{ Sundries		1,661.00		
Freight Train expenses. { Conductors and Brakesmen			11,876.59	29,029.72
{ Oil and waste			1,287.76	
{ Car repairs			13,206.45	
{ Labor and damages			2,708.92	
Taxes on Real Estate		1,286.08	1,286.07	2,572.15
Water supplies		3,008.35	3,008.35	6,016.70
Wood and cost preparing it		19,022.56	38,045.12	57,067.68
Maintenance of permanent way		22,532.22	22,532.22	45,064.44
Maintenance of Locomotive power. { Repairs of Locomotives		12,022.14	21,000.31	52,320.02
{ Enginemen and Firemen		7,300.85	3,250.47	
{ Oil and waste		1,296.00	2,950.25	
Storage expenses			1,507.34	1,507.34
Miscellaneous disbursements		6,108.71	6,108.71	12,217.42
Legal expenses		781.26	2,731.26	5,462.52
Engineering expenses		1,932.27	1,932.27	3,984.54
Direction expenses		2,628.00	2,628.00	5,256.00
			\$	295,065.23
Earnings for 1855-6		\$	\$	239,59.10
Excess over earnings		\$	\$	5,475.13

J. L. GRANT,
Superintendent.

LIST OF PROPRIETORS OF PAID UP STOCK.

Names.	Residence.	Shares.	Names.	Residence.	Shares.
Samuel Chew	Toronto	14	Henry Chapman	H. Landing	19
William Wakefield	do	13	Edward Randall	Newmarket	9
M. C. Stores	New York	800	Joseph Taylor	do	26
Thomas King	do	875	James Mitchell	Toronto	200
George M. Lauman	Pennsylvania	100	George W. Allan	do	30
Anthony B. Warford	do	100	John Eastwood	do	3
Eliza Warford	do	15	William Goodesham	do	100
C. J. Orton	New York	20	J. D. Ridout	do	540
George Beatty	Toronto	103	Dalrymple Crawford	do	25
David Delvitt	New York	5	County of Simcoe	Simcoe	10000
Cornelius Vanderbilt	do	400	J. Lukin Robinson	Toronto	90
Moses Taylor	do	400	James Henderson	do	6
Charles A. Hecksher	do	400	James Cotton	do	150
Homor Ramsdell	do	400	John Nash	do	8
Nathaniel Marsh	do	400	A. C. King	New York	367
Spencer Kirby	do	400	S. Wilson	Missouri	152
D. M. Caruington	do	400	Robert Davis	do	3
B. C. Webster	do	400	W. Gibbard	Collingwood	115
A. Oakley Hall	do	400	Milton Courtwright	Pennsylvania	32
George T. Demison	Toronto	22	Robert Elliott	Toronto	81
Gavin Littlejohn	York, Township	3	Henry Omit	Pennsylvania	100
C. V. B. Ostrander	New York	400	J. C. Morrison	Toronto	145
Abel Kinme	Vaughan, Tp.	2	D. Macdonell	do	70
Levi Apgar	New York	400	E. Shortis	do	10
Lucy Brock	Three Rivers	5	Amos Bostwick	do	60
David D. Field	New York	400	John Hutchison	do	60
J. W. Raymond	do	400	A. K. Boomer	do	24
Michael Fisher	York, Township	8	P. Mullaney	do	10
Horace F. Clark	New York	400	Thomas Hamilton	do	100
James Eldington	Vaughan	6	J. W. Skelton	do	8
William A. Hayes	New York	400	William Graham	Barrie	37
Andrew Sanders	York, Township	6	S. Fleming	Toronto	1
T. L. Raymond	New York	400	W. H. Bersford	Newmarket	60
Angus Cameron	Toronto	100	And. Drummond	Toronto	70
A. B. Hayes	New York	400	John Cameron	do	10
Jacob Wells	King	1	A. D. Patchin	Buffalo	400
Percy R. Pyne	New York	400	Joseph Stovel	Toronto	8
William M. Gorrie	Toronto	6	William Bourchier	Beaverton	30
D. R. Murtin	New York	400	R. D. McPherison	Toronto	10
Allan M. Howard	Toronto	1	William Monaghan	do	12
Dudley Field	New York	400	E. F. Whittemore	do	109
John Gibbins	Gwillimbury	1	W. L. Smith	do	7
Adam Wilson	Toronto	20	Caroline E. Thorne	Perth	2
E. H. Rutherford	do	100	Henry Preston	Toronto	1
Elswood Chaffey	do	100	James Good	do	50
Ebenezer Todd	Innisfil	1	Alexander Graham	Barrie	17
Edward Morris	do	100	Hy. J. Gear	Toronto	20
Robt. McClury	do	2	H. K. Searles	Barrie	100
James Brown, Junior	Toronto	100	J. F. Kerby	Toronto	100
Elizabeth Todd	Innisfil	1	B. F. Hurty	do	100
James Sanson	Simcoe	40	John Gartshore	Dundas	100
Robert Wallace	Innisfil	1	James Evendon	do	50
Henry Grose	do	1	Joseph Robinson	Toronto	188
William Jack, Senior	do	1	F. E. Swartz	Pennsylvania	100
Isaac Spring	do	1	Thomas J. Jordan	do	100
James Haggard	do	1	Phillip Dougherty	do	100
Hiram White	Vaughan	6	John N. Fuller	Indiana	15
Peter Rupert	do	5	George Lloyd	King, Township	2
George Lount	Barrie	15	John Tully	Toronto	4
George C. Horwood	Guelph	50	Mary Burkitt	Newmarket	9
William Cradock	Vaughan	4	Charles Doan	do	1
F. Gatt	Toronto	10	Peter Graham	do	9
C. Gamble	do	2	George Larmont	do	6
Ralph Wardman	W. Gwillimbury	1	Peter Pearson	do	10
Gordon Silverthorn	York, Township	1	William Roe	do	10

PROPRIETORS OF PAID UP STOCK.—(Continued.)

Names.	Residence.	Shares.	Names.	Residence.	Shares.
Col. George S. Cotter	Cayuga	20	H. F. McReynolds	Pennsylvania	100
Michael Gannon	Toronto	1	Mark Suyder	do	85
John Mosley	do	6	Alexander Proudfoot	Toronto	100
Lydia Rogers	Newmarket	1	Frank Anderson	do	100
George Davies	do	1	R. T. Wilson	do	2
William Simpson	do	2	Charles Turner	do	9
David Ellerby	H. Landing	4	T. H. Ince	Toronto	35
Reuben Lundy	Newmarket	15	David N. Tucker	do	60
Calvin E. Mather	New York	440	Douglas Macdonald	Toronto	10
Alfred Wilson	Innisfl.	2	James G. Worts	do	100
John Clubine	Newmarket	20	David Thurston	do	100
George Cooper	York, Township	50	George Peck	do	80
Robert Carruthers	do	.....	George Butchart	Owen Sound	33
John Arnold	Toronto	60	George Moberly	Collingwood	95
Edward B. Hubley	Pennsylvania	125	Charles Thompson	Toronto	160
James Sutton	King, Township	6	Charles L. McMillan	do	72
William Parry	do	6	Sidney J. Empey	do	91
City of Toronto	Toronto	9500	A. G. Griddley	do	100
John Shaw	do	4	William P. Beatty	Pennsylvania	100
Ira White	Vaughan	10	Kirk Few	do	100
Thomas Bell	Toronto	5	S. P. Huston	do	100
John O'Donohue	do	2	John S. Shoemaker	do	100
Thomas Macconchy	Bradford	100	John McVeay	do	100
Robert Thorne	York, Township	1	J. M. Kreiter	do	100
A. M. Chesbrough	New York	68	D. Morrow	Barrie	100
Blank Certificate	do	1	John Fiske	Toronto	100
G. & W. Walker	Toronto	8	Charles M. St. John	do	100
George F. Tucker	Ohio	2	James W. Bancher	Pennsylvania	100
Samuel Mitchell	do	5	Charles Ansley	Toronto	100
Richard L. Denison	York, Township	20	J. L. Grant	do	100
Thomas Newcomb	Indiana	38	John Duggan	do	20
Thomas Humberstone	York, County	4	Jacques & Hay	do	20
George Harrison	H. Landing	9	R. Philips	do	2
William Laughton	do	9	John Anderson	do	2
James Danby	York, Township	2	Rice Lewis	do	50
A. A. McGaffey	Toronto	122	O. S. & H. R.R. Comp.	do	500
M. O. Roberts	New York	750	James Dobson	Yorkville	10
George H. Cheney	Toronto	35	B. W. Smith	Barrie	100
E. C. Scarlett	do	5	J. C. Gilmer	Toronto	120
E. C. Hancock	do	20	W. F. Meudell	do	40
James Lloyd	King, Township	2	George Gooderham	do	100
Francis Read	Whitechurch	2	James Gooderham	do	75
George B. Mills	Indiana	20	George Worts	do	75
Joseph Beckett	Toronto	167	Thomas Cunningham	Pennsylvania	100
William Southard	Newmarket	27	Joseph Randall	Newmarket	6
Isaac & Aaron Tool	do	3	Anne McDonell	Toronto	61
Amos Tool	do	1	C. S. Campbell	do	100
E. M. Morphy	Toronto	3	T. Woodside	do	100
Andrew Moore	do	2			
F. Cumberland	Toronto	78	Total		40630
A. Brunel	do	65	Making in all		£208,150
Richard McAllister	Pennsylvania	100			

In addition to the foregoing, there are 1,774 shares subscribed stock, upon which the instalments due and unpaid, and liable to forfeiture, amount to £6,273 2s. 6d. currency,—amount paid thereon, £2,606 17s. 6d. currency.

An Account of all Moneys received and expended by the Ontario, Simcoe and Huron Railroad Union Company, from 1st July to 31st December, 1856.

RECEIPTS.		\$	cts.	\$	cts.	\$	cts.
Through Freight Traffic		20,170	94				
Do Passenger do		24,682	04				
				4,485	98		
Local Freight do		87,482	41				
Do Passenger do		83,407	22				
				17,088	63		
Mail service				5,170	00		
Storage account				2,967	19		
Other sources				5,034	33		
Total receipts						228,864	13
EXPENDITURE.							
Legal expenses				1,156	36		
Direction expenses				344	00		
Engineering expenses				702	18		
Taxes on Real Estate				2,971	89		
Stationary				2,221	14		
Maintaining Road:							
Repairs of Track		22,725	92				
Do Buildings			566	68			
Do Fences			213	16			
Do Bridges			127	75			
Do Wharves			82	65			
				23,716	16		
Machinery and Rolling Stock:							
Repairs of Engines and Tenders		1,502	93				
Do Passenger Cars			7,366	90			
Do Freight Cars			9,376	09			
Do Tools			241	52			
Do Snow Ploughs			36	22			
				32,044	66		
Operating Road:							
Freight Labour		2,102	01				
Station Masters' Salaries		5,631	22				
Switchmen and Porters		4,996	22				
Oil and Waste		4,182	30				
Conductors, Baggage and Brakesmen		8,188	34				
Enginemen and Firemen		8,593	97				
Water Supplies		1,984	27				
Telegraph Operators		1,299	74				
Office expenses (new furniture, &c.)		8,221	53				
Station expenses			211	73			
Damages		1,885	55				
Contingencies			552	78			
				47,849	66		
Fuel consumed				24,448	47		
Miscellaneous Debts:							
Discount on Promissory Notes		7,229	79				
Telegraphs and Postages			331	26			
Travelling expenses			114	40			
Messenger and others for loss by fire			572	33			
Sundries, (Cartage, Wharfage, &c.)		1,950	80				
				10,196	58		
Through Traffic expenses		18,219	81				
Bonus to Steamers on Lake Huron		23,350	00	40,569	81		
Total Expenditure						186,220	91
Amount of Receipts in excess of Expenditure						\$42,643	22

CITY OF TORONTO, } I, Thomas Hamilton, of the City of Toronto, Chief Ac-
 To wit: } countant of the Ontario, Simcoe and Huron Railroad Union
 Company, maketh oath and saith, that the above Statement of Moneys received
 and expended by the said Company is true and correct.

THOS. HAMILTON,
 Accountant.

Sworn before me at Toronto,
 this twenty-seventh day of February, 1857.
 JOHN HUTCHISON, Mayor.

RETURN OF THE TRANSACTIONS OF THE ONTARIO, SIMCOE AND HURON RAILROAD,
 FOR SIX MONTHS, ENDING 31ST DECEMBER, 1856.

Length of Road.....	94 miles.
Do of Branches owned by Company laid	1.5 "
Do of Double Track.....	3.6 "
Weight of Rail per yard on Main Track	57 pounds.
Minimum radius of Curvature	1432 feet.
Maximum grade going north	60 "
Do do going south	52.8
Number of Way Stations	12
Do of Flag Stations.....	10
Do of Engine Houses.....	2
Do of Machine Shops.....	1

No. and name of Engines.	Size of cylinder.	Size of drivers.	No. of truck wheels	Style of connection.	By whom manufactured.	Condition on 1st January, 1857.	
Number and character of Locomotives.	1. Lady Elgin.	14 x 20	5	4	Inside ..	Portland Co.. Fair order—has had new steam pipes, and smoke arch braced.	
	2. Toronto....	16 x 22	4½	4	4	Outside ..	J. Good.... The boiler work nearly complete.
	3. Josephine..	17 x 20	6	4	4	Inside ..	Brant Good order—has been thoroughly repaired, and new tire put on.
	4. Huron.....	17 x 20	5	4	4	Inside ..	Brant Fair order—needs repairs and new tires.
	5. Ontario....	17 x 20	5	4	4	Inside ..	Brant Good order—except new tires, which are ordered for her.
	6. Simcoe ...	16 x 22	5½	4	4	Outside ..	J. Good.... Good order—having put new rivets into cylinder, part of boiler put on, new tire squared up driver boxes, and put motion work in good condition.
	7. Collingwood	17 x 20	5	4	4	Inside ..	Brant Good order—except tires, which have been ordered for her.
	8. Seymour...	17 x 20	5	4	4	Inside ..	Brant In shop for repairs—nearly done.
	9. Hercules...	18 x 20	4½	6	4	Inside ..	J. Good.... In good order—has had fire box put in order, new head sheet and flues spliced out.
	10. Samson....	18 x 20	4½	6	4	Inside ..	J. Good.... Fair order—has had head sheet mended and other repairs.
	11. do	16 x 20	5	4	4	Outside ..	J. Good.... Fair order—boiler needs some repairs.
	12. do	17 x 20	5½	4	4	Inside ..	J. Good.... Good order.
	13. do	18 x 20	4½	6	none	Inside ..	J. Good.... Good order—having been changed to a truck engine.
	14. do	17 x 20	5½	4	4	Inside ..	Brant Good order—thoroughly repaired.
	15. do	17 x 20	5	4	4	Inside ..	Brant Good order—thoroughly repaired.
	16. do	17 x 20	5½	4	4	Inside ..	J. Good.... Fair order—head sheet wants fixing.
	17. do	18 x 20	4½	6	....	Inside ..	J. Good.... Fair order—has been altered into a truck engine—needs some repairs.

Number of Passenger Cars, 8 wheels 1st class	13
“ “ 8 “ 2nd Class.....	7
“ of Baggage Mail and Express, 8 wheels	6
“ of Box freight, 8 “	118
“ of platform, 8 “	152
“ of gravel	13*
“ of hands	2
“ of snow ploughs	3

Transactions for the Year.

Number of miles run by Passenger Trains.....	69,306
Mileage of one car on Passenger Train ;	
Passenger	175,020
Baggage.....	59,231
	<hr/>
	234,251
Miles run by Freight Trains.....	58,069
Mileage of one car on Freight Trains ;	
Box	263,168
Platform	251,920
	<hr/>
	515,088
Miles run by Wood Trains.....	11,842
Mileage of one car on Wood Trains	68,890
Miles run by Ballast Trains.....	2,498
Mileage of one car for ballasting	
8 wheel platform	1,940
4 wheel gravel.....	34,541 17,270
	<hr/>
	19,210

(Being equivalent to mileage of an 8 wheel car.)

Mileage of Engines.

Engines for Passengers Trains.....	69,306
“ Freight	58,069
“ Wood	11,842
“ Construction.....	
“ Ballasting.....	2,498
	<hr/>
	141,715

Number of Passengers of all classes carried in Cars.

Local Passengers.....	71,855
Through Passengers	10,126
Free and carried for construction.....	1,870
	<hr/>
	83,851

Number of miles travelled by passengers of all classes or number of passengers carried one Mile

Local passengers	2,841,908
Through passengers	951,844
Free and carried for construction.....	87,890
	<hr/>
	3,881,642

Number of tons (2000 lbs.) of freight carried.

Moving.	1st Class.	2nd Class.	3rd Class.	Wheat.	Flour.	Car loads Various.	Totals.
North { Local	1,562½	2,789½	2,058½	3½	8½	9,619½	12,302½
Through.....						4,233½	4,233½
South { Local	425	128	932½	6,565	3,627½	13,621	25,290
Through.....						6,069½	6,069½
							<hr/>
							47,895½

* Lot lent to E. & O. R.R. Co.

Total movement of freight or number of tons
carred one mile :

Local.....	1,575,741	
Through.....	978,833	
		2,554,574

Average rate of speed adopted by ordinary Passenger Trains (including stops) per hour.....	20 miles.
Rate of speed when in motion.....	25 "
Average rate of speed of Express Trains (including stops) per hour.....	25 "
Rate of speed when in motion.....	30 "
Average rate of speed of Freight Trains, (including stops) per hour.....	12 "
Rate of speed when in motion.....	15 "

Classification of freight in tons of 2000 lbs.

Description of Freight.	Tons moving North.	Tons moving South.	Total Tons.
Of the products of the Forest	Local 4,524½	13,631	18,155½
	Through..... 227	227	227
Of animals	Local 268	429	697
	Through..... 702½	702½	702½
Of vegetables food, including 229,129 bush. wheat and 69,925 barrels flour	Local 103	10,227½	10,830½
	Through..... 3,813	3,813	3,813
Of other agricultural produce	Local 73½	82	155½
	Through..... 95½	95½	95½
Of manufactures	Local 1,569½	232½	1,802½
	Through..... 34½	34½	34½
Of merchandize	Local 5,457½	30½	5,488½
	Through..... 3,542½	250	3,792½
Of other articles	Local 306	156½	462½
	Through..... 691½	946½	1,638½
			47,805½

Classification of species of through traffic included in the foregoing statements.

Moving	Barrels Flour.	Bushels Wheat.	Barrels Pork & Beef.	Barrels Fish.	Tons Wool	Tons Hams and Bacon.	Tons Tallow.	Tons green and dry Hides.	Tons lead pipe	Tons Broom Corn.	Tons Ashes.	Tons Merchan- dise.	Tons other Ar- ticles.	Tons extra Bag- gage.	No. of Horses.	No. of wagons.	Total amount in Tons.
North												3542½	946½	169½	865	357	4238½
South	34047	4536	907	1376	79½	73½	336½	76½	34½	95½	17½	250					6069½
																	10803½

Shipped from Collingwood to Chicago during the last season 4,962,666 feet
Pine lumber.

J. L. GRANT,
Superintendent.

ST. LAWRENCE AND INDUSTRY VILLAGE RAILWAY.

[Translation.]

RETURN to the Legislature of Canada of the FREIGHT and PASSENGERS, and of the RECEIPTS and WORKING EXPENSES upon the ST. LAWRENCE and INDUSTRY VILLAGE RAILWAY, for the year ending the 31st day of December, 1856.

RECEIPTS.			EXPENDITURE.			FREIGHT.				PASSENGERS.
£	s.	d.	£	s.	d.	Tons.	qrs.	cwts.	lbs.	
1710	18	10	1509	4	7½	2,388	0	¾	0	5,220

I certify that the above Report is true and correct to the best of my knowledge and belief.

(Signed,) C. W. W. PANNETON,
*Secretary-Treasurer of the
 St. Lawrence and Industry Village Railroad Company.*

INDUSTRY VILLAGE, 31st December, 1856.

Sworn before me,
 the 13th February, 1857.

(Signed,) GASPARD DE LANAUDIÈRE, J.P.

CHAMPLAIN AND ST. LAWRENCE RAILROAD.

STATEMENT of the RECEIPTS and EXPENDITURE of the CHAMPLAIN and ST. LAWRENCE RAILROAD and appurtenances, together with the amount of Tonnage, and of Passengers conveyed over the Road, during the year 1856, as required by the 49th section of the Act 2 Will. IV. cap. 58.

RECEIPTS.			EXPENDITURE.			TONNAGE.	PASSENGERS.
£	s.	d.	£	s.	d.		
87867	5	2	21359	12	2	31,359	55,861½

MONTREAL, January 19th, 1857.

I, George Irving, do make oath that the above statement is correct and true in every particular to the best of my knowledge and belief.

G. IRVING,
Accountant,
Champlain and St. Lawrence Railroad.

Sworn before me,
at Montreal, this 6th day of March, 1857.

T. BOUTHILIER, *J.P.*

PORT DALHOUSIE AND THOROLD RAILWAY.

(Copy.)—No. 1.

STATEMENT of the AFFAIRS of the PORT DALHOUSIE and THOROLD RAILWAY COMPANY, on the 21st day of March, 1855, prepared in compliance to a circular of the 1st instant, of the Clerk of the Legislative Assembly.

	£	s.	d.	£	s.	d.
This Company was incorporated under a special Act, 14 & 15 Vic. cap. 51, with a capital of Seventy-five thousand pounds (£75,000). The amount of Stock subscribed on the Stock Book is 1,092 shares, £25 each, £27,300, on which there had been paid up to the present moment.....				18825	0	0
The outlay has been as follows, viz. :—						
To Engineers Department	654	9	2			
do Right of Way.....	1082	16	3			
do Grading	4800	0	0			
do Superstructure, including 588 tons of Railway Iron	8244	14	4½			
do Incidental Expenses.....	446	0	0			
				15227	19	9½
Balance on hand				3597	0	2½

With the above expenditure the Company have graded the whole of their line from Port Dalhousie to St. Catharines, which is now ready for the superstructure, and a contract has been entered into to complete the remaining portion between St. Catharines and the Thorold Station on the Great Western Railway.

The Railway Iron already purchased and delivered is sufficient for the entire line up to the Thorold Station, and the Directors are in hopes of placing this section in running order during the coming summer.

(Signed) GEO. RYKERT,
President.

(Signed) FRANCIS LATOR,
Secretary.

ST. CATHARINES, March 21st, 1855.

A True Copy of the original on file in the Company's Office.

Attest, HIRAM SLATE,
Accountant.

PORT DALHOUSIE AND THOROLD RAILWAY.—(Continued.)

No. 2.—STATEMENT of MONIES RECEIVED and EXPENDED by the PORT DALHOUSIE and THOROLD RAILWAY COMPANY to the 28th February, 1857, inclusive: made in compliance with the 5th section of the 22nd clause of the Act 14 and 15 Vic. cap. 51, passed 30th August, 1851.

	\$	cts.	\$	cts.		\$	cts.	\$	cts.	
Capital Stock paid in.....	2461	58.95			Paid for Right of Way.....	3140	22			
Earnings of Steamer Welland, viz:—					do Engineering.....	7870	57			
Passengers.....	4538	50			do Railway Iron.....	3997	1.02			
Freight, Towing, and Mails.....	1872	62			do Station Buildings.....	2465	16			
Meals, &c.....	768	81			do Construction (Grading, Culverts, Bridges &c.) 6 miles.....	5658	4.64			
do Railway (3594 Passengers 1st class) 3¼ miles open.....			7229	78	do Rolling Stock.....	8767	91			
Sale of Coal at Wharf.....			449	42	do Coal Wharf.....	400	85			
			15	50	do Wood Account (mostly on hand.).....	3600	00			
					do Salaries and Office Expenses relating to the extension.....	340	20			
					do Contingent Expenses, viz:—					
					Interest.....	1424	00			
					Discount on Sale of Municipal Debentures..	4260	00			
					Other Contingencies..	3515	58			
								9199	58	
					do Steamer Welland, (purchase, insurance and outfit).....			6522	02	
					do Running expenses of Steamer and Railway, including expenses of procuring a Steamer to supply the place of the one that was burned, &c., &c.....			1407	08	
					Total Expenditure.....	\$	289895	20		
					Balance in the hands of the Treasurer and Agents.....		1445	40		
			\$	253853	60			\$	253853	60

TOWN OF ST. CATHARINES, to wit,—Elias Smith Adams, of the Town of St. Catharines, Esquire, President of "The Port Dalhousie and Thorold Railway Company," maketh oath and saith, that the foregoing account of receipts and expenditure by the said Company is correct and true.

E. S. ADAMS.

Sworn before me, at St. Catharines,
the tenth day of March, 1857.

THOMAS ADAMS, J.P.

REPORT.

The Select Committee to whom was referred the investigation into the affairs and position of the Woodstock and Lake Erie Railway and Harbor Company, especially with reference to certain alleged bribes given to certain of the late Directors by certain of the present Directors of the said Company, to the great loss and injury of the Municipalities interested in the said Railway, beg leave to report:

That they have carefully examined the evidence taken before them relative to the subject matters of the said reference, from which they find that the original Act of Incorporation of the said Company was passed in the year 1847, but remained dormant until 1852, when efforts began to be made by the then Directors, professedly to give effect to the provisions of the said Act, to obtain further time for the commencement of the works, and to enable the said Company to continue their road from Simcoe or Port Dover, in the County of Norfolk, to Dunville, in the County of Haldimand.

That in October of the latter-mentioned year, by a Report then made to the Stockholders, signed by the President and Secretary of the Company, (a copy of which is hereunto annexed, marked A), it was represented that "the Capital Stock of the Company" (£250,000) "had been all subscribed for, and was held "by parties perfectly responsible, but who would willingly transfer a portion "thereof either to municipalities or individuals," and William Gray, Esquire, of Woodstock, together with the Rev. W. A. Landon, of the same place, were deputed to visit the municipalities of Norwich, Windham, Simcoe and Woodhouse, to request their assistance and co-operation in the performance of the work. That the said Landon and Gray, in pursuance of their instructions, proceeded to visit the said municipalities for the said purpose; that among other inducements to that end, it was represented to the municipalities by the said parties, "that "the position, character and standing of the several members of the Board of "Directors" (the *personnel* of which soon after the said Landon and Gray had entered on the objects of their mission was changed) "were such as to supply "the public with the best guarantee for the faithful and honorable discharge of "the affairs of the Company, there being connected with the said Board "several persons then holding high positions, high in social rank, having a "character of their own to sustain, and as also being responsible for their friends, "many of whom also occupied exalted positions." That it was also represented that a certain amount of *bona-fide* stock was subscribed, though the said Landon, in his evidence hereunto annexed, states, "that he never dwelt much on that fact, not placing much reliance on it himself." That the said Landon and Gray also, under the authority of the said Directors, assured the municipalities that no part of the moneys which might be advanced by them would be expended, except a small amount for surveys and preliminary expenses, until the means of completing the whole work was in the hands of the Company. That a contract had been entered into between the Directors, and the late Samuel Zimmerman, Esquire, by which the latter bound himself to supply two-thirds of the money necessary to construct and equip the road, for which he was to be paid one-third in bonds of the Company, one-third in stock, and one-third in cash, and that under

this arrangement, even should the road pay but two per cent. of the cost of working expenses, the municipalities would be secured in their loans because these loans reached but one-third the cost of construction. Through these and similar representations, many persons were induced to support the scheme, who were otherwise averse to it, and aided by these municipalities, who appear to have fully confided in the assurances thus made them, an application to Parliament for a renewed Charter and an extension to Dunville was successful, an Act for these purposes having passed on the 14th June, 1853. Soon after By-laws were passed by the Municipalities, granting aid by way of loan to the Company, amounting in all to £145,000. The said Landon and Gray in their evidence state that the representations made by them to the Municipalities on the faith of assurances made, and in pursuance of instructions from members of the Board of Directors in nearly every instance and on every essential particular, subsequently proved to be false. From their evidence, as well as from that of all the other witnesses examined before Your Committee having cognizance of the facts, it is distinctly proved, and indeed not attempted to be disputed, that instead of *bona fide* stock to a large amount existing, the only stock really held was to an amount barely sufficient to enable the holders, (seven or eight in number) to qualify as Directors, notwithstanding which, at the election of Directors, stock to the amount of several hundred thousand dollars was pretended to be represented and actually voted on. It also appears that even on the stock really held, not more than fifty pounds was ever paid by any one of the parties elected as Directors; that in short the subscriptions were entered into merely to delude the Municipalities into the adoption of the fraudulent schemes of certain of the Directors and others acting with them for their own advantage. Being thus successful in the accomplishment of their designs, the further proceedings of certain of the Directors and their accomplices in guilt, are marked by a degree of recklessness and violation of faith and honorable dealing, which Your Committee find it difficult to select words to characterize as they deserve. Dissensions having arisen between a majority of the Board and one of their number, the latter was ejected on the ground that, because he had not paid up his calls on the stock subscribed by him, it became forfeited. A most extraordinary ground of objection Your Committee submit, for a body to take who had themselves paid but a nominal sum on their own stock; and when it is further considered, as appears from the evidence of the Secretary of the Company, that no calls were ever officially made on the Stockholders.

This dissension led to a chancery suit, instituted by the rejected director to recover his seat, which terminated in his favour, and in the costs on both sides being paid, of course, out of the moneys of the unfortunate municipalities, as no other means were available. In pursuance of this decision of chancery, the successful litigant, Mr. Light, took his seat at the Board of Directors the day before the annual election for the year, but was turned out next day by a majority of votes, both parties voting on the fictitious stock pretended to be held by them. About this time a claim appears to have been urged by Colonel Light for certain alleged expenses incurred by him seven or eight years before; and out of the moneys of the municipalities he was paid the sum of \$5,936.

As an instance of the glaringly unscrupulous manner in which the objects of certain of the parties interested in duping the municipalities were effected, Your Committee beg to direct the attention of Your Honorable House to the following, the particulars of which will be found in the evidence of Mr. Hodge, the associate engineer of the Company. Among the municipalities granting loans to the Company was the township of Windham. After the passage of the by-law and its ratification by the rate-payers, it became the duty of the Reeve of the township to hand over to the Railway Company, under certain conditions, the necessary papers to enable them to obtain Government debentures, under the by-law. To do this

the Reeve referred to had what he called "scruples," according to the statement of the witness. Means were soon found to remove them. A sub-contractor was sent to him with an envelope containing \$500, which was quietly handed to him. The scruples were removed, and, as witness states, twenty minutes after, the necessary papers were in the hands of the Secretary of the Company; subsequently the messenger carried the Reeve another envelope containing an additional \$500, one hundred of which he deducted for his own services in negotiating the transaction, and the balance he handed to the Reeve as payment in full for the removal of his scruples.—Your Committee have no comment to make on facts so discreditable to all parties concerned.

On the obtaining of the moneys by the means thus described from the municipalities, in direct violation of their undertaking through the said Landon and Gray, and of bonds given by them to the same effect to the municipalities, the directors, without expending a single farthing of their own means in the construction of the road, proceeded to dispose of the moneys loaned them. In the like violation of the said assurances the said directors changed the tenor of the said alleged contract by converting it from a credit to a cash one, without the knowledge or consent of the municipalities, and for his influence and exertions in obtaining the contract for Zimmerman and Company, Henry De Blaquiere, one of the directors, is distinctly proved to have received a bribe of no less a sum than \$50,000 under this contract, in which the said De Blaquiere admits he was a secret partner to the extent of one-fifth the profits. The work on the road was at length begun, right of way to a considerable extent secured, and stations and depot grounds fixed upon. The municipalities, invigorated by this appearance of a serious intention to proceed with the operations of the works, and having their attention thus attracted from the frauds which have been practised on them, congratulated themselves on an approach to the realization of their long cherished expectations. These expectations, however, were not of long continuance.

In the fall of 1854 the works were suspended; from the evidence of Mr. Hodge it appears that the actual amount paid to sub-contractors for that part of the work done amounted to about £32,000, while the contractor received therefor, £87,000. How the remainder of the moneys were expended the testimony hereto attached will show. Throughout it exhibits unmistakeable evidence of bad faith, deceit, reckless extravagance, and mal-appropriation of the moneys entrusted to the Company by the municipalities.

During the session of 1854 and 1855, a further extension of time and route was granted to the Company. Fresh promises were made, and again the hopes of the Municipalities revived, and again they went to work, with a will to carry into effect, as far as they could, the objects of the amended statute. Nothing practical, however, was accomplished. On the 10th of March, 1856, delegates, appointed by the several Municipalities, met at Paris; and a proposal made by Miles O'Reilly, Esq., of Hamilton, for a settlement of the difficulties existing, was agreed upon unanimously. This proposal will be found appended to the Act 19 Victoria, chapter 74; and to confirm and legalize the agreement referred to, the said Act was passed, subject to its ratification by the rate-payers of the Municipalities. Soon after, By-laws, in pursuance of its provisions, were submitted to the rate-payers. While their decision was pending, and within a short time of the period fixed upon for taking the final vote, a fresh and wholly unexpected element of confusion presented itself, in the shape of a circular to the Municipalities (which is herewith annexed) from Mr. Isaac Buchanan and others, claiming to be the Directors of the Company—directing the Municipalities to withdraw the said By-laws—announcing that the charter had passed into Mr. Buchanan's hands, that the interests of the Municipalities was provided for, and effective measures taken to secure the immediate commencement and speedy

completion of the road. The bewildered Municipalities, it would appear, scarcely knew how to shape their course, under these new circumstances. The result, however, was the withdrawal of the By-laws, and a kind of half-way acceptance of the protection of Mr. Buchanan and his fellow Directors. But £11,000 of the interest of the Municipalities was paid. Then commenced a species of life and death struggle between Mr. Buchanan and his friends on the one side, and Mr. Zimmerman and his friends on the other—the unhappy Municipalities being, in the meantime, used as the mere playthings of both. Suffice it to say, without entering into details, which will be seen by a reference to the evidence attached to the report of Your Committee, Mr. Buchanan failed in his engagements, and once more the despairing municipalities were forced to fall back on their powers of endurance for relief. How Mr. Buchanan happened to become so much interested all at once in the affairs of a concern with which, up to the moment of his voluntary interference, he had no connection whatever, except to oppose and retard it, and how he contrived suddenly to obtain the control of the charter of the Company, became to Your Committee curious and interesting objects of enquiry. His evidence annexed, given with great candour and commendable simplicity, supplies at one and the same time the motive and the mode of effecting the object. He states that his motive was simply to obtain for the Great Western Railway Company the control of the Southern Road from the Niagara to the Detroit Rivers—that having done their utmost to oppose the obtainment of the charters, when they could no longer prevent them, he believed they desired to possess them for their own purposes, with a view to the construction of these Roads, instead of a double track on their own line. This Mr. Buchanan declared to be his only motive. His mode of obtaining this control, though singularly successful in the instance referred to, is, Your Committee trust for the honour of public men and the sake of morality, one seldom resorted to in this country, and one which will not soon again be repeated. It simply consisted in the giving of a direct bribe of \$100,000 to obtain the removal of three of the Directors, and the substitution in their stead of three of his own nominees, he having previously succeeded in securing without purchase the remaining four to accede to and aid him in carrying out his plans for the transference of the charter to a rival Company. The correspondence on this part of the proceedings is annexed, and to its contents Your Committee beg to direct the special attention of Your Honorable House, in the hope that if no provision of law shall be found to exist, providing for the punishment of conduct so clearly iniquitous, some means will at all events be adopted to deter others from the commission of similar offences against justice and morality. From this correspondence it appears that Mr. Buchanan having, as he believed, secured the Western Road, deemed it important also to obtain the control of the Eastern. While devising means to this end, a Mr. Van Voorhis comes most opportunely to his relief with a suggestion made by Mr. Hodge, that for a consideration the coveted object could be gained. Mr. Buchanan, after a little prudent consideration, determines as to the sum to be offered, and the proposition of Mr. Van Voorhis being reduced to writing, Mr. Buchanan accepts. The negotiations being concluded, Mr. De Blaquiere, who up to this point appears only in the back ground, steps in, receives \$100,000, and then with his two brother directors withdraws and allows Mr. Buchanan and his two nominees to take their places; Mr. Van Voorhis, as the negotiator between the parties, receiving for his services an undertaking that he shall have a preference contract of thirty-five miles of road. Whether or not others shared in the profits of this shameless transaction, Your Committee have not been able certainly to ascertain. It is due to Messrs. Barwick, McQueen, and Deedes, who were three of the retiring holders of stock transferred, to remark that Mr. Buchanan states his belief that they did not participate in this bribe.

Since Mr. Buchanan's failure to fulfill his engagement, various steps have been taken to remedy the mishaps incident to his interference, all of which, so far as they have been stated to Your Committee, appear in annexed evidence, by which it also appears, that besides the means employed to obtain the control of the Woodstock and Lake Erie, similar measures, hardly less discreditable, were resorted to, to enlist the services of persons supposed to be influential on the Amherstburgh and St. Thomas end.

The directory of the Woodstock and Lake Erie, as at present constituted, consists of Mr. Thomas G. Ridout, President, Mr. Isaac Buchanan, Mr. James C. Street, Mr. Joseph A. Woodruff, Mr. E. G. Benedict, Mr. James Kintrea, and Mr. T. Ridout,—all of whom have been recently appointed, and neither of whom, excepting Mr. Kintrea, reside in or have any connection with the municipalities whose means are invested in the road. It further appears, from the evidence submitted to Your Committee, that the others of those gentlemen have been selected as the mere nominees of Mr. Buchanan, for the protection of his interests and those of the estate of Mr. Zimmerman, of the motive of the latter of which Your Committee have no information. It also appears, from the evidence of Mr. Buchanan, that the amount of stock subscribed by the others of the said directors, is barely sufficient to qualify them, and that on that stock they had paid nothing, but that fifty dollars each, or ten per cent., has been paid for them by Mr. Buchanan himself. The claim of Mr. Buchanan on the road consists of a sum of £47,000, composed of £25,000 paid to DeBlaquiere, £11,000 as for interest to the municipalities, eight thousand pounds for debts of which Your Committee have no detailed statements; and £3,000 being Mr. Buchanan's expenses for law and Chancery costs, expenses of trips of himself and others to England, and expenditure incident to the carrying out his project to control the said charters for the benefit of the Great Western Railway.

Notwithstanding the great length of the Report of Your Committee, many facts remain to be brought to the notice of Your Honorable House, for a knowledge of which they beg to refer to the accompanying evidence and documents. That gross wrong has been practised by parties officially and otherwise in connexion with the said Company, is fully established, and that those concerned in the perpetration of such wrong, are individuals who have hitherto occupied high and honourable positions in society and in public stations, is a circumstance of peculiarly humiliating and painful character. Your Committee have felt it to be their duty thoroughly to investigate the matters referred to them, and plainly, and faithfully to state the facts, whomsoever they might affect. They do not consider themselves called upon to offer to Your Honorable House any specific recommendation in the premises, believing as they do that the discovery of a means of punishing the parties guilty of the outrageous offences against morality, which it has been the disagreeable duty of Your Committee to bring to the notice of Your Honorable House, or the prevention of the recurrence of them, if no present remedy be found applicable, will more properly come within the province of the legal advisers of the Crown.

All of which is, nevertheless, respectfully submitted.

M. H. FOLEY, Chairman,
DAVID CHRISTIE,
GEORGE SOUTHWICK,
WILLIAM NILES,
JOHN FRASER.

Committee Room, May, 20, 1857.

It was resolved by the Committee, that the Hon. Mr. Morrison, being a member of the Government, should be excused from assenting to the report.

ORDER OF REFERENCE.

LEGISLATIVE ASSEMBLY,**THURSDAY, 29th April, 1857.***Resolved*,—That a Select Committee, composed of

MR. FOLEY,
HON. MR. MORRISON,
MR. EPHRAIM COOK,
MR. FRAZER,
MR. CHRISTIE,
MR. SOUTHWICK, and
MR. NILES,

be appointed to investigate and report on the affairs and position of the Woodstock and Lake Erie Railway and Harbour Company, especially with reference to certain alleged Bribes given to certain of the late Directors of the said Company and others; by certain of the present Directors of that Company, to the great loss and injury of the Municipalities interested in the said Railway :—with power to send for persons, papers and records.

Attest,

W. B. LINDSAY,
Clerk of Assembly.

MINUTES OF EVIDENCE.

COMMITTEE ROOM, No. 41,

THURSDAY, 30th April, 1857.

The Select Committee to whom is referred the investigation of the affairs of the Woodstock and Lake Erie Railway and Harbour Company met,—

MEMBERS PRESENT:

MR. FOLEY,
HON. MR. MORRISON,
MR. NILES,
MR. EPHRAIM COOK,
MR. FRAZER, and
MR. CHRISTIE.

MICHAEL HAMILTON FOLEY, Esq., IN THE CHAIR.

Read the order reference.

On motion of *Mr. Niles*, seconded by *Mr. Ephraim Cook*: Ordered, that *Henry DeBlaquiere, Arthur A. Farmer and William L. Smart*, Secretary to the Company, all of Woodstock, and *Isaac Buchanan*, of Hamilton, be summoned to appear before the Committee on Wednesday next, at 10 o'clock a.m., to give evidence, especially with reference to certain alleged bribes given to certain of the late Directors of the Woodstock and Lake Erie Railway and Harbour Company and others, by certain of the present Directors of that Company, to the great loss and injury of the Municipalities interested in the said Company; and that the Secretary be instructed to produce all books, papers and other documents in his possession having reference to this subject.

The Committee adjourned till Wednesday next, at 10 o'clock a.m.

WEDNESDAY, 6th May, 1857.

Committee met.

PRESENT:

MICHAEL H. FOLEY, ESQUIRE, IN THE CHAIR.

MR. CHRISTIE,
MR. NILES,
MR. FRAZER,
MR. E. COOK, and
HON. MR. MORRISON.

Isaac Buchanan, William L. Smart, A. A. Farmer, and Henry DeBlaquiere, Esquires, were in attendance.

William L. Smart, Esquire, called in and examined:

1. Are you Secretary to the Woodstock and Lake Erie Railway Company?
—I am.

2. How long have you been Secretary to the Company?—Since October 1853.
3. Were you the first Secretary, or did you succeed any one?—No; I succeeded Mr. Robert Light.
4. Had the Company organized previous to your undertaking the Secretaryship?—Yes, I suppose they had, as the Stock was subscribed for.
5. Is the Stock Book in your possession?—No. I believe there was a Stock Book, but never saw it: what purports to be a copy of it is in my possession. I found it in the Company's office.

The Committee adjourned until 10 o'clock a.m., tomorrow.

THURSDAY, 7th May, 1857.

Committee met.

MEMBERS PRESENT:

MICHAEL H. FOLEY, Esquire, in the Chair.

HON. MR. MORRISON,
MR. NILES,
MR. FRAZER, and
MR. EPHRAIM COOK.

Examination of *William L. Smart*, Esquire, resumed.

6. You say you have a copy of the Company's Stock Book, can you produce it?—I can, and will produce it on Monday.
7. Can you say from memory what the amount of stock was?—About two hundred and fifty thousand pounds.
8. Who were the subscribers, and what were they down for?—Col. Light was down for £60,000, William S. Light, for £27,000, Robert Newton Light for £27,000, the others were H. C. Barwick, Henry De Blaquiére, D. S. McQueen, Edmund Deeds, Richard C. Elways, and Henry L. Turner.
9. Did they take the balance in equal proportions?—No.
10. Can you state the amount Mr. Barwick took?—He took £27,000, and Mr. DeBlaquiére £27,000.
11. What was the smallest sum taken?—The smallest sum taken was £2,600, but I cannot tell the exact proportions.
12. Was any sum ever paid on the stock?—No: that I am aware of, and the books do not show any ever paid.
13. Who were the directors at the time you became Secretary to the Company?—The Hon. Francis Hincks, Edmund Deeds, Arthur Farmer, Henry De Blaquiére, H. C. Barwick, J. H. Cornell, and Andrew Thompson.
14. What amount of stock had the Hon. Mr. Hincks?—He had £250 worth on which he paid five per cent., and in order to qualify him as a director, Mr. Barwick took £250 more, but nothing was ever paid on that, and the stock was forfeited.
15. When did Mr. Hincks resign his presidency?—The first or second meeting after I entered the Company.
16. Was Mr. Hincks ever called on to pay his stock?—Speaking from memory, no.
17. Why was he never called on?—I never had orders to call on any one to pay stock.
18. Was it ever intended that Mr. Hincks should be called on to pay stock?—I cannot say, but presume it was.
19. Who succeeded Mr. Hincks in the Presidency?—Mr. Arthur Farmer.
20. What stock had he?—I cannot say.

21. Did he pay any stock?—I think he paid £12.10s. or £25, but cannot say which.

22. What has he paid since?—Including first payment he has paid ten per cent., amounting in all to £50. (On recollection, Mr. Smart corrected himself as to Mr. Deeds, who did not become a Director till the 7th of March, 1854.)

23. What stock did he hold?—£500.

24. What was paid on it?—I believe he paid 10 per cent. on all.

25. Was the Board complete after Mr. Deeds being appointed?—I believe not, there was still one vacancy in the Board.

26. Of these six gentlemen who were Directors, were any of them partners in business?—I believe Mr. Farmer, Mr. DeBlaquiere and Mr. Deeds, were or had been partners in lumber business. I omitted to say that Mr. Light was a Director at the resignation of Mr. Hincks.

27. When did Mr. Light cease to be a Director?—In March, 1854, the Board declared his stock forfeited for non-payment of calls, and in the opinion of the Board ceased to be a Director. Mr. Light contested, and claimed his right to be a Director, on payment of calls due, and commenced a suit in Chancery to recover his right, which the Court confirmed on payment of calls due.

28. At whose expense was the suit carried on?—At the expense of the Company.

29. What were the expenses?—I cannot say. On the 5th of June Mr. Light resumed his seat at the Board, but was defeated next day at the annual election.

30. Did any settlement ever take place between Mr. Light and the Company?—No. No claims were ever presented, except about £70 for costs.

31. What money did Col. Light receive?—He received £1,484 for moneys advanced in connection with the obtaining of the original charter, and expenses incident thereto.

Ordered, That twenty copies of the evidence given at each meeting be printed for the members of the Committee.

The Committee then adjourned.

SATURDAY, 9th May, 1857.

Committee met.

MEMBERS PRESENT:

MICHAEL H. FOLEY, Esquire, in the Chair.

Mr. EPHRAIM COOK;

Mr. FRAZER, and

HON. MR. MORRISON.

Alex. McClenaghan, Esq., called and examined:

Resides in the Town of Woodstock; is Editor and Proprietor of a newspaper there. His information is derived from the published reports and statements of the agents of the Directors. In 1853 a statement was published by the Directors, in which it was stated that there was subscribed £60,000 of *bona fide* stock which was then available for the purposes of the Road. The statement referred to is the first published one of the Company. That statement was published to induce the Municipalities to grant loans. Can produce the statement, and will. The Municipalities were induced to grant loans under representations made by the Board to the extent of £145,000. The contract was let in the fall of 1853, and his knowledge is derivable from his having been present at a meeting of the Directors when the subject was discussed. The Directors were all present. The contract was, that Mr. Zimmerman was to have the construction of the Road at £10,000 per mile, payable, one third in the bonds of the Company, one third stock, and one third

cash. The contract was so represented to the Municipalities. The contract was changed from a credit to a cash contract. The cash contract was £7,000 per-mile. The works proceeded on the terms of the last contract. One of the subjects of complaint at this meeting was that the contract had been changed without the knowledge or consent of the Municipalities. The effect of the change would make a serious difference to them if the line was not intended to go beyond Woodstock and Port Dover, because the amount of the stock and bonds of the Company, with the Municipal loans, was near the amount required to be paid to the contractor, and if the original contract had been adhered to; that money, together with the stock and bonds to be given to the contractor, would have sufficed to complete the Road. It was stated by Mr. Hincks, the President, that if the Road would pay three per cent. the Municipalities would be saved harmless. Of the £60,000 only £2,500, as he understood from the Directors, ever existed. On that amount calls to the extent of ten per cent. were made, and £125 acknowledged by the Company to have been actually paid. At an annual election of the Company held in June, 1854, stock to the amount of £53,000 was voted on by Messrs. Light and others in opposition to the existing Board, and the declaration of the scrutineers was that a larger amount was voted on by the Directors of the previous year, who were thus continued in the direction for the then current year. From that fact he infers that there must then have been upwards of £106,000 stock—how much more he cannot say. The persons elected as Directors at that election were, Mr. Farmer, Mr. DeBlaquiere, Mr. Deedes, Mr. Barwick, Mr. Andrew Thompson, John H. Cornell, and D. S. McQueen, the latter being merely a *locum tenens* for another. The bonds given to the Municipalities by the Company in consideration of their loans, provided that no part of the Municipalities' money should be used until the Company should be prepared with funds to complete the Road. That agreement was not carried out. The money of the Municipalities was used, and no money except that of the Municipalities was ever spent on the Road except the £125, and £12,500 said to have been loaned by the contractor. The Directors stated in the report of February, 1855, that the contractor had loaned the £12,500. Property at Woodstock was bought from Mr. DeBlaquiere while he was a Director for station grounds for the Company. A Committee, consisting of Messrs. Deedes, Barwick, and Thompson, were appointed by the Board to put a value on this land, and report. The value put on this property was £5,000 or £5,500. Mr. DeBlaquiere has been paid that sum. Mr. DeBlaquiere had been the owner of that property for six or eight months: it might be a year. The property was what was called Young's Brick Yard. It contained from four to six acres. The purchase was made while Mr. DeBlaquiere was a Director of the Company. Does not know what Mr. DeBlaquiere paid for this land. The property was situate north of the Great Western; and if used as a depot, the Woodstock and Lake Erie must have crossed the Great Western. About the time of the purchase, there was an application for a charter to construct a road from Woodstock to Stratford, which, if built, the land might have been useful for a depot. That charter was never obtained. Mr. DeBlaquiere retired from the Board of Directors about the 11th of August last. Mr. DeBlaquiere acknowledged to witness in conversation, or allowed him to think, that he had retired for a consideration of £25,000. Mr. Buchanan stated to witness this morning that he gave £25,000 for the control of the road.

[In answer to a question by Mr. DeBlaquiere]—Had heard the Directors say in presence of the Municipal Delegates, that a large amount of stock was originally taken which was never intended to be held. Has never heard the Directors say, nor was it generally understood, that the stock was subscribed to save the charter. The published reports give a certain figure of stock, between £60,000 and £70,000. The charter required £60,000 to be subscribed, and the report set forth that it did exist. The Municipalities preferred giving loans to taking stock, because they were advised by Mr. Hincks and others connected with the road that it would be the

safer course for them, because if the road only paid three per cent. they would be secured under the contract originally entered into with Mr. Zimmerman. Thinks the contract was taken in 1853. Has never seen any contract, but it was generally believed it did exist.

[By Hon. Mr. Morrison.]—Do you know the fact of a contract being entered into for this road, at the rate of £10,000 a-mile, of your own knowledge, in 1853, or any other time?—I never saw such a contract. At a meeting of the Board of Directors with the Delegates of the Municipalities, in 1855, the subject of the £10,000 contract was discussed; and as a reason why it was changed, Mr. DeBlaquiere spoke of the desirability of changing it. He said the intention was to extend the road eastward and westward, and it would be better to change; but he regretted that the change to £7000 per mile had been made without consulting with the Municipalities. Do not know whether the Company purchased property from any other person than Mr. DeBlaquiere at Woodstock. They have bargained for other property, but witness does not know whether the purchase has been completed. Does not know what Mr. DeBlaquiere paid for the property sold by him to the Company. Cannot say whether or not Mr. DeBlaquiere purchased this property with a view to selling it to the Company. A Committee was appointed to ascertain whether the west end of the town was not more eligible for a depot than the east end where this property of Mr. DeBlaquiere lay. The question was submitted to the Chief Engineer of the Company and another Engineer of the Great Western, who reported that the east end was more eligible. This report was published. A former Engineer had previously reported in favor of the west end. This report had reference to the first location. The Chief Engineer referred to was Mr. Benedict. The Engineer who reported favorably of the west end was Mr. Light. It was made about the time of the obtainment of the Charter. Mr. DeBlaquiere gave witness as a reason for his retiring, besides the £25,000, that Mr. Buchanan being likely to secure the Amherstburgh and St. Thomas, it would be for the interest of the Woodstock and Lake Erie and of the Municipalities to be also in his power. Another reason given by Mr. DeBlaquiere for transferring the Road to Mr. Buchanan was, that Mr. Zimmerman, not having treated the Board as he thought he should have treated them, and finding his (DeBlaquiere's) influence over the other members of the Board slipping out of his hands, he thought, that to relieve himself from the unpleasantness of his position, it would be better to retire. Four of the Directors were decidedly in favor of Mr. Buchanan. Mr. Wilson of Woodstock is the owner of one lot, Mr. Walton of another bargained for by the Company.

Adjourned till 10 o'clock, a.m., on Monday.

MONDAY, 11th May, 1857.

Committee met.

MEMBERS PRESENT:

MICHAEL H. FOLEY, Esquire, in the Chair.

MR. FRAZER,

MR. COOK, and

Hon. MR. MORRISON.

The evidence taken at the last meeting of the Committee was read.

Messrs. DeBlaquiere, Smart, Buchanan, McClenaghan, and Hodge were in attendance.

John L. Hodge, Esquire, was examined:—Is an Engineer by profession, and resides at Hamilton; commenced the location of the Woodstock and Lake Erie

Railway in July, 1853, as associate Engineer with Mr. Benedict, who was Chief Engineer. This was before the extended charter was obtained to the Suspension Bridge and St. Thomas. Was, in the Fall of 1853, employed by the Board of Directors to endeavour to obtain from the Township of Norwich a loan to the extent of £50,000; was successful in inducing the Township to grant such loan, and a meeting of the rate-payers was subsequently held to complete and ratify the grant. Mr. DeBlaquiere, one of the Directors, Mr. Smart, the Secretary, Mr. Ball, the Solicitor, and Mr. Cornell, another of the Directors, were present. Mr. DeBlaquiere, during the course of an address then delivered by him to the rate-payers stated, that upwards of £60,000 private stock had been subscribed. This meeting was at Otterville. Mr. Moore, of Norwich, enquired at that meeting why the Stock Books were closed. Mr. DeBlaquiere in reply stated, he thought he, Mr. Moore, had formerly had an opportunity, if he pleased, of becoming a Director, providing he had subscribed the necessary amount of stock. There were in 1854 or 1855 eight shareholders in the Company. In 1854, an Act of Parliament authorizing them to reduce their stock (is not certain as to the date or the exact terms of the alteration, they can be seen by reference to the Act.) In the fall of 1853 an attempt was made by Mr. DeBlaquiere, while he was a Director, to purchase a farm, or part of it, from Mr. Axford, in the neighbourhood of Simcoe, through which the line, as originally located, ran. Mr. James W. Ritchie, of Simcoe, stepped in and became a competitor for the purchase of the same property. Mr. Axford would not sell to either of them. Witness was, after or during the carrying on of this negotiation, ordered to make another survey. This property of Axford's lay on the south west side of the creek that divides Simcoe. He made another survey in pursuance of these directions, and fixed the line on the opposite side of the creek. The line through the Axford property was decidedly the most eligible. Mr. Benedict informed witness that in consequence of this alteration of route, Messrs. DeBlaquiere and Farmer had purchased the Davis Farm, through which the line of the new survey was to run. Mr. Benedict further stated, that it was the first instance he had ever known of a depot being fixed without a consultation with the Chief Engineer and before a line was located. The depot was not fixed on the Davis farm by either witness or Chief Engineer. It was in the absence of Mr. Benedict at the request of the Directors that the second line was run. The second line passed close in the rear of Mr. Campbell's house but on the opposite side of the creek, the property through which it went being at the time of the location Mr. Campbell's. On Mr. Benedict's return, witness and Mr. Benedict consulted together as to where on that property the most suitable place for a depot could be selected. The second line was run before the 28th October, 1853. Witness stated expressly that the level grade in rear of Mr. Campbell's house was the proper place for the depot and where the Town would be best accommodated, and at which point Mr. Benedict and witness then determined to locate it. The purchase of the Davis farm was made by Mr. DeBlaquiere conditionally, and with the understanding that if not completed within a given time, a certain sum of money was to be forfeited. The purchase was not completed by Mr. DeBlaquiere. Cannot say whether or not the purchase of the Davis farm would have been completed by Mr. DeBlaquiere if the depot had been fixed there. The line of road could have been constructed cheaper and more decidedly for the interests of the Town and the Company through the Axford farm, than where it was afterwards fixed. Has no reason to say decidedly that the road would have run through the Axford farm if Mr. DeBlaquiere had completed the purchase of it, any further than that that line would have been decidedly the most beneficial line for the interests of the Company, and even at the present time, provided the Southern Road passes through Simcoe, it would be profitable to abandon the work already done through the Town and locate the line across the Axford property. Four of the Directors of the Company formed a quorum. Remembers the letting of the

contract in the Fall of 1853 or Spring of 1854. Does not think that the letting was publicly advertised in the newspapers. Is only aware of the three Tenders being put in, viz: Valentine Hall & Co., Zimmerman & Co., and Ray and others, of Hamilton. Witness made an estimate of the value of the work to be done for Hall & Co. This estimate affording, as witness conceived, a fair profit amounting to £6,783 per mile. Mr. Hall and Mr. John Barwick, (a brother of one of the Directors) who was in connection with Hall, on the advice of Mr. De Blaquiere, raised their price at the time of letting. They had shewn their tender to Mr. De Blaquiere before the letting. Hall and Barwick had been assured by Mr. Hincks that they would obtain the contract. They did not obtain it. It was given to Zimmerman & Co. Cannot state why it was given. Believes it was given in consequence of Hall & Co. raising the price of their contract on the advice of Mr. De Blaquiere, that they lost it. Has no personal knowledge of any sum of money or other consideration having been given by Zimmerman & Co. to any of the Directors to obtain the contract. Has seen it stated in newspapers published at Woodstock, that such consideration was given. Was not employed by any of the Directors nor by any other person to induce the Reeve of Windham, for a pecuniary consideration, to negotiate respecting the loan to be given by that Township. Alexander McBean, a sub-contractor on the line, was so employed by John W. Dunkley, the Managing Clerk of the Contractors. The facts are these; Mr. Hunt, the Reeve aforesaid, had scruples affecting his mind about giving up the order of the Treasurer of the Township to the Secretary of the Company for the amount of the loan voted by the Township to the Company. To remove those scruples, and to induce Mr. Hunt to give up this order, a douceur of \$1000 (less \$100 retained by Mr. McBean, for his own personal services in the transaction) was paid quietly to Mr. Hunt. Five hundred dollars was first enclosed to Mr. Hunt, in an envelope which was delivered to him by Mr. McBean, and within 15 or 20 minutes, witness believes that the Secretary of the Company had the order from the Reeve in his possession. Mr. McBean informed witness that afterwards when the balance of \$500 was to be paid to Mr. Hunt, he (McBean) retained \$100 for his own services in the transaction. Does not think that the officers of the Company or the Directors were aware of this transaction. At a meeting held at Amherstburgh on the 7th of August last, two rival Boards for the Amherstburgh and St. Thomas line were elected. A dispute arose as to which was legally elected. One of these Boards was elected on the interest of Mr. Zimmerman—the other in that of Mr. Buchanan. Returning from Amherstburgh next day, Mr. Van Voorhis suggested to witness, as a friend of Buchanan, that the control of the Southern line could be effected by obtaining the control of the Woodstock and Lake Erie and its extensions, and that for a consideration a sufficient number of the members of the Woodstock and Lake Erie Board of Directors could be induced to retire, and thus give Mr. Buchanan the control of the Charters of that Road. Witness communicated with Mr. Buchanan, and informed him of what had been stated by Mr. Van Voorhis. Mr. Buchanan entertained the proposition, and concluded that the sum necessary to effect the object was £25,000. Witness is not aware of the precise sum paid; nor when, nor how it was paid, but saw a letter from Mr. Buchanan, some time afterwards, requesting Mr. De Blaquiere, as he, Mr. De Blaquiere, had not co-operated with Mr. Buchanan to the extent agreed upon, to refund the money. Messrs. Farmer, De Blaquiere and McQueen retired to give place to Buchanan's nominees. Mr. Deeds was not in the Province at the time, and Mr. McQueen was Director in his place. Mr. Deeds could not have been aware of this transaction, as he was absent in England, and had been for some weeks previously. Has no doubt that £25,000 was paid by Buchanan to De Blaquiere. Has no knowledge as to whether or not either of the other Directors shared in the amount. The expenses of making the location was about £400 per month, while under construction about £300. As far as the accounts go they show that but £125 was paid up. There was no other moneys used for the purposes of the Road

than those of the Municipalities and the interest accruing on them. Will produce the Secretary's balance sheet, which will show the receipts and expenditures, and the sources from which the moneys made use of were derived. The cost of construction taken from the prices paid to sub-contractors, of the whole work, as nearly as witness could collect, having ascertained the prices paid to four sub-contractors out of five, by the contractors, on the 31st October, 1854, when the works were temporarily suspended, amounted to about £32,500, while the sum estimated to Zimmerman & Co., the contractors, was over £87,000. Witness knows of no schedule of prices attached to contract to govern monthly estimates, as is usually the case. Witness merely collected the actual monthly accounts of work made by their resident engineer, and handed the same to the chief engineer monthly. There never were any estimate books in the engineer department, where the usual form of item prices being allotted to the estimated quantities of work done, but only a book where at the close of each month the estimate was rendered and certified by the Chief Engineer, as so many miles or portions of miles of road executed at so much per mile. Witness does not know Mr. Zimmerman's legitimate profits, could not have come to anything like the difference between £32,500 and £87,000, the amount estimated in October, 1854. Does not know whether or not the Directors were aware that in October, 1854, the actual amount of work done was only £32, 500.

The Committee adjourned till 10 o'clock, A. M., tomorrow.

TUESDAY, 12th May, 1857.

Committee met.

MEMBERS PRESENT :

MICHAEL H. FOLEY, ESQUIRE, in the Chair.

Mr. Frazer.

Mr. Ephraim Cook,

Hon. Mr. Morrison,

Mr. Christie.

The several witnesses were in attendance.

Mr. *Hodge* produced balance sheet of receipt and expenditure of the Woodstock and Lake Erie Railway and Harbour Company, and his examination being resumed, witness stated that his salary was £500 per annum. Mr. Benedict's salary was £750 and travelling expenses. Witness had a certain description of travelling expenses. The claims to right of way were decided on the judgment of parties employed. Is not aware of many arbitrations. Claims were settled both privately and by arbitration. Witness considers that twenty-five per cent. is a very good profit on a first class cash contract.

[Cross examined by Mr. DeBlaquiere.]

Is not aware that two contracts were let, but knows that a plan of a credit contract was changed to a cash contract. Is not aware that the credit contract was signed, sealed and delivered, but knows there was a change. Will produce in writing Mr. Benedict's statement referred to yesterday respecting the purchase of Davis' farm by Mr. Farmer for himself and Mr. DeBlaquiere. Witness' impression was, that the change of route from the Axford property to the Davis farm was occasioned by Messrs. Farmer and DeBlaquiere not being able to purchase the former. The depot was never fixed on the Davis farm at the period referred

to. Is not aware whether the Directors themselves had fixed upon the depot. Stated yesterday that Mr. Benedict had said that it was the first instance he had ever known of a depot being fixed without consulting the Chief Engineer before the line was located. The impression from what witness has since seen and ascertained is, that Messrs. Farmer and DeBlaquiere intended to make a speculation out of the fixing of the depot. There was a new line run, and afterwards a third line. The third line was run at a time when there was but little prospect of the Directors coming to an agreement with Mr. Ritchie, who had purchased, after the second line was run, the property through which it went, from Mr. Campbell the owner. With reference to the above mentioned writing from Mr. Benedict, witness desires further to state that feeling annoyed at the contents of this letter from Mr. Benedict, and on its receipt, he, witness, took the earliest opportunity of shewing it to Mr. DeBlaquiere and asking him verbally if ever witness had induced him to purchase the Davis property. Mr. DeBlaquiere said that Mr. Farmer was foolish, that he, Mr. DeBlaquiere would put the matter all right. Pursued the same course with Mr. Barwick that morning. He was of the impression from Mr. Benedict's letter that it was supposed he now had fixed the depot and he wished to set himself right. Made the estimate referred to in his evidence of yesterday as Mr. Hall's Engineer. Was in the employ of the Company at that time. There is nothing improper in an Engineer making out an estimate for a person under such circumstances. Cannot tell from recollection what was included in Mr. Hall's estimate. Interest, engineering, and right of way were included. Mr. Hall took his figures to Mr. DeBlaquiere, and Mr. DeBlaquiere advised him to raise his prices. The plans and specifications were, from the approximate estimate, a plan improperly adopted in this country. Witness judges of the estimate which ought to be put in, because he considered himself as shrewd as other Engineers, and because he had equal facilities with others by having access to the plans of the Company. If Hall and Co., had used the terms "according to the plans and specifications to be furnished" it would include right of way and other things—specifications of the manner of constructing the work. Mr. Hall's tender was for just the same work tendered for by Mr. Zimmerman. The terms vary in different specifications. Has seen the formal offer of Hall and Co. He gave them an estimate at so much per mile. That was to include right of way, fencing, superstructure, station grounds, rolling stock,—does not know about Engineering expenses, and he thinks certain contingencies and one year's interest. From what witness has heard of the other tenders, which he never saw, and from what he knows of Mr. Hall's, he considers Hall's the most preferable. Does not remember the terms as to payment of Hall's contract. Would rather say nothing of either tenders until the books are produced.

[Cross-examined by Mr. Smart.]

There is a plan which Mr. Ritchie has of the property through which the line runs at Simcoe, which if produced will show a certain portion marked off upon it for depot grounds. This plan is not one of the Company's but got up by Mr. Ritchie himself after consultation with witness and Mr. Benedict. Met Mr. Smart with Mr. Benedict on one occasion at Simcoe. Has no belief as to whether or not a schedule of prices was attached to the contract. Has never seen the contract. He believes that if a schedule of prices were attached to the contract it would have been furnished to him by the Chief Engineer to enable him to make up or adopt a plan for making the monthly estimate. Mr. Benedict kept in his desk a plan for making up monthly estimates, to which witness had no access. Saw it once while Mr. Benedict was using it. Never asked for the schedule of prices attached to the contract.

[Cross-examined by Hon. Mr. Morrison.]

Never informed any of the Directors that he suspected the estimates were improperly made up. The estimates were improperly made up. Did not inform the Directors because he did not consider it etiquette to interfere with the duties of the Chief Engineer. Would not say that the estimates were made by the Chief Engineer in a dishonest, but in an improper manner. Witness looked for his salary to the funds of the Company. Felt that he had a duty to perform to Mr. Benedict as well as to the Company. His duty to the Company was to attend to the work on the line. Was not in a position to meet with them at the Board. Never was requested to do so. Never intimated to the Company or any of the Directors, that their interests were not looked after by the Chief Engineer. To the best of his recollection never intimated to the Chief Engineer himself. Presumed it would be impertinent. Never intimated, to the best of his recollection, to any person that the Chief Engineer did not look after the interests of the Company.

[By Mr. McClenaghan.]—Did Mr. Benedict, at any time in your hearing, or in conversation with you, in reference to the affairs of the Company, describe them as a swindle from first to last?—On one occasion, while talking over the affairs of the Company, (more than two years ago,) in a casual manner said, “It was a swindle anyway.” The allusion was in reference to the conduct of the Directors. Witness thinks he must have mentioned this conversation to some person at or about the time of its taking place. Witness coincided in the opinion then expressed by Mr. Benedict. Had no interest in Mr. Hall’s contract. Made out his tender for him. Expected no interest in the contract. Mr. Hall’s partners were Mr. Arnold, Mr. Morton, John Barwick, and Charles DeBlaquiere. This he had from Mr. Hall. Interested himself in making up Hall’s contract because he was an old friend. Had no other interest whatever. Knew only of the amount of four sub-contractors. Estimated the fifth from the other four. Those amounts did not include engineering, nor anything else except the actual work of construction done by the sub-contractors. Made out this estimate with a view of discovering whether or not Mr. Zimmerman was not over-paid. It was made at no one’s instance. Made this estimate immediately after the works were suspended, for the first time, &c., for his own satisfaction. Mr. Van Voorhis was a sub-contractor. Cannot tell exactly what he received. The others were Smith & Co., Alexander McBain, and one party who went away. Corrected his evidence of yesterday by saying three out of four contractors, instead of four out of five. Has a memorandum of how he made up the estimate. Cannot recollect now the exact amount of either sub-contractor’s work. Can produce his calculations showing how the estimate was made up. Took the amount paid three contractors, and by that knows the average amount of work done, thereby arriving at the whole amount. When witness says the prices paid, he means the prices to be paid by Mr. Zimmerman. Will be glad to show to the Committee the means by which he arrived at his estimate. Recollects now that the fifth sub-contractor was for the bridges. Messrs. Bradley and Jenkins were the sub-contractors for the bridges. Can and will furnish the estimate made for the bridging. Cannot now speak from recollection as to the amount. It is a long time since he left the service of the Company, and owing to that circumstance and the dispersion of the Contractors, he has not now the same facilities for making his estimate. Has the data at his office on which the estimate is furnished.

The Committee then adjourned.

WEDNESDAY, May 13th, 1857.

Committee met.

MEMBERS PRESENT :

MICHAEL H. FOLEY, Esq., in the Chair ;
 Mr. EPHRAIM COOK,
 Mr. FRAZER,
 Mr. CHRISTIE,
 Mr. SOUTHWICK, and
 Hon. Mr. MORRISON.

The several witnesses were in attendance.

The evidence of yesterday was read and approved.

The Committee deliberated.

Adjourned till to-morrow, at 10 o'clock a. m.

THURSDAY, May 14th, 1857.

Committee met.

MEMBERS PRESENT :

MICHAEL H. FOLEY, Esq., in the Chair ;
 Mr. SOUTHWICK,
 Mr. EPHRAIM COOK,
 Mr. FRAZER, and
 Mr. CHRISTIE.

John Barwick, Esquire, examined:—Resides at Woodstock. Remembers the letting of the Woodstock and Lake Erie Railway in the fall of 1853. Is not aware of the letting being advertised for in the newspapers. The way witness became informed of the letting was, that he was associated with Valentine Hall, and from him he learned that tenders were to be sent in by a certain day. Hall never informed witness how he knew that a letting was to take place; thinks it was generally known that a letting was to have taken place at the time of it. Witness's firm put in a tender. Mr. Hall and witness prepared a tender for the purpose of offering it, of which witness had a memorandum. This memorandum witness showed to Mr. DeBlaquiere before putting in the tender. This memorandum contained a statement of the prices mentioned in the tender. On shewing it to Mr. DeBlaquiere he remarked that he thought the prices were low, and further, that he thought there was likely to be difficulty on account of the tightness of the money market. After this conversation witness went to Mr. Hall and related to him the substance of it, and they concluded that it was advisable to increase the prices in their tender. His impression is that the first tender was £7,000 per mile cash; cannot state positively; or £7,300 on certain conditions mentioned in the contract. Did increase the price he thinks to £7,300 cash, or £7,600 on certain other conditions. This tender was put in. This change of tenders was made in consequence of the conversation with Mr. DeBlaquiere above referred to. Witness's tender was not accepted: Mr. Zimmerman's was. Witness's Company was composed of Mr. Hall, Mr. Morton, of Kingston, Mr. John Arnold, Junior, of Toronto, Mr. Charles DeBlaquiere and witness. Cannot state what contract, witness's or Zimmerman's, was most advantageous for the Company. Witness believes that his Company had the ability to fulfil the contract if they had obtained it. Witness can only say that he felt disappointed. Would not like to say that he had been either wronged or deceived; disappointed is the word; he thinks it sufficiently conveys his meaning. After this witness received the appointment of arbitrator from the Company. The emoluments of this situation were left to be fixed by witness and the arbitrators who should be associated with him in each case. Thinks that the average remun-

neration would be £1 5s. per day. Had about ten arbitrations: does not think they exceeded that. Cannot tell how there came to be so few. Believes Mr. Ball, the solicitor, negotiated with most of the parties, doing it privately. Knows the property called Young's Brick Yard. Knows nothing respecting it except what he saw in the public prints. Has known it for 19 or 20 years. Cannot speak as to the value of the property. Has nothing further to state.

[*In answer to Mr. DeBlaquiere:*] Witness fully hoped to get the contract, and not getting it was disappointed.

[*By Mr. McClenaghan.*] Did Mr. Hall not inform you that overtures had been made by Mr. Zimmerman to induce Mr. Hall to refrain from putting in a tender, and that if he would do so he should have a position on the line?—Mr. Hall did mention that overtures had been made to him by Mr. Zimmerman, which if he had acceded to something advantageous in the shape of a contract or sub-contract would be given to him.

[*Witness then withdrew.*]

Rev. W. H. Landon, examined:—Resides at Woodstock, is Clerk of the County Council of Oxford. The Woodstock and Lake Erie Company was chartered several years ago, but the charter remained dormant till about 1852. About that time witness became associated with parties who were endeavouring to revive it. They succeeded in interesting the feelings of influential individuals in the vicinity, and in obtaining the aid of nearly all the Municipalities through which the line to Dover was to pass. Witness took an active part in inducing the Municipalities to grant aid to the work, but cannot say whether or not he considered himself or was considered by others an agent of the Company. Engaged in the work from a sincere desire to see what he considered an important improvement completed. In all his representations to the Municipalities, and at public meetings, and to individuals, acted in the most simple good faith, and always believed those representations to be true; thinks it probable that some of those Municipalities were influenced by those representations to decide on making the grants they did. Nevertheless some of those representations turned out to be false. As an instance he represented that if the road should pay only two per cent. of its costs of working expenses, the Municipalities would be secure in their loans, because those loans were only to reach one-third the expense of the cost of the road. Also represented to them that no part of the moneys advanced by the Municipalities except a small amount for surveys and preliminary expenses would be expended until the means of completing the whole work was in the hands of the contractors; also represented repeatedly, that a contract had been taken under which the contractor bound himself to supply two-thirds of the money necessary to construct and equip the road, for which he was to be secured by the Company's bonds for one-half and stock in the road for the remainder. Thus it was made to appear that the Municipalities could secure the construction of the road and its equipment by advancing by way of loan an amount of money equal to one-third its cost, and that this loan would be secured by first mortgage on the road and its rolling stock. As a further inducement he also after the re-organization of the Board, (that is when Mr. Farmer became President, and Mr. DeBlaquiere a member,) represented that the position, character, and standing of the several members of the Board, supplied the public with the best guarantee for the faithful and honorable discharge of its affairs. There were connected with the Board several persons then holding high positions—high in social rank; they were represented as having a character of their own to sustain, and as also being responsible to their friends, many of whom also occupied exalted positions. Through these representations many persons were induced to support the scheme who were otherwise averse to it. Thinks it probable that representations were made that a certain amount of stock had been *bona-fide* subscribed, but witness never dwelt on that fact as an inducement to the Municipalities, not placing much reliance

on it himself. Has received money from the Company towards remuneration for his services; the payments were very small sums, but cannot recollect the amount. Remembers to the best of his recollection receiving at three different times cheques of £25 each, another time a cheque for £25 or £50; is not sure but that in addition small payments of £2 or £3 have been made for horse hire and other similar disbursements; do not know that he was in the service of the Company. His labor commenced in 1852 and continued till recently. By saying this he does not know whether he was in the service of the Company: he means he had no permanent engagement. His instructions generally came from one or more of the Directors: generally from either Mr. DeBlaquiere or Mr. Barwick. His primary employment was the obtainment of these moneys from the Municipalities. The representations made by witness to the Municipalities, were made on the faith of assurances given him by, and in pursuance of instructions from, individual members of the Board of Directors. Nearly every one of these representations, or the greater part of them, turned out to be unfounded. Never suspected that the most essential of these statements were unfounded until after the stoppage of the works. Presumes that he received his information conveyed to the Municipalities, respecting the terms of the contract which he has described, from all the Directors. Has heard some of the Directors state publicly, at a public meeting of the rate-payers, that such were the terms of the contract. The first information witness got of the contract being changed, was about the time of the suppression of the works. The information of this change excited very great surprise in his mind. Never had any conversation with the Directors on the subject. Has heard a Director (Mr. DeBlaquiere) remark that he regretted the Municipalities had not been consulted before the change was made. Has not publicly taken any steps since discovering that his statements were unfounded, to convince them of his own good faith. He had been long acquainted in the section of country interested, and was satisfied that those who knew him would not attribute any intentional wrong or misrepresentation to him. Has no knowledge of the circumstances connected with the letting. Had a conversation with Mr. DeBlaquiere shortly after the accession of the Buchanan nominees to the Board, in the room of Mr. DeBlaquiere and his retiring colleagues. Mr. DeBlaquiere simply informed him that the Board had changed; that himself and others had retired, and Mr. Buchanan and some of his friends had succeeded him; that the prospects of the Road had greatly improved by this change; and it was now certain of being constructed within a reasonable time, including the Woodstock and Dover line. The Young brick yard might be worth from £100 to £400 per acre. Cannot say what it was worth when sold to Mr. DeBlaquiere. Thinks the land was purchased by Mr. DeBlaquiere from Mr. Birch in 1852 or 1853. On recollection, thinks it must have been later. Drew some of the writings; believes the prices stated in them are the true prices; but does not say that more was not paid.

[*Witness then withdrew.*]

William Gray, Esquire, examined:— Resides in Woodstock, and was the late Reeve of the Town. In 1852 was a Town Councillor. Was consulted with in connection with others of the Council on the subject of the Woodstock and Lake Erie Railway. Was solicited by Mr. Barwick, Mr. DeBlaquiere and others of the Directors to assist in carrying on the operations of the road. They represented the advantages of the road to the Municipalities if means could be obtained for carrying it out; but as the Charter was about expiring for want of funds, it was suggested to propose a scheme to the Municipalities, and ask aid from them in carrying it out. The scheme was this: if one third, in the shape of Municipal aid could be obtained, one third of the bonds of the Company might be sold, and one third taken in stock by the Contractors. This was the scheme proposed to the Municipalities, and which influenced them to grant the aid which they did.

Witness was appointed a Commissioner by the Directors to aid and assist in carrying out the scheme. Waited on the different Municipalities and represented the scheme, describing the parties who had control of it as gentlemen of high standing and wealth, some of them holding a responsible position; also stated that bonds would be given to the Municipalities which would secure them against any possible loss. Mentions bonds because there were to be two descriptions of bonds. The one bond provided that no part of the Municipal money should be expended till the whole amount necessary for the construction of the road was obtained, excepting a small sum for preliminary expenses. The other bond provided for their security by giving them the first loan on the road. Also stated to the Municipalities that if the road paid two per cent. the Municipalities would be secured. Has heard Mr. Landon give his testimony. Witness made the same representations to the Municipalities as Mr. Landon describes himself to have made. Made those representations on the authority of the Directors. They were aware of his making those representations, and approved of his doing so. Mr. DeBlaquiere and others of the Directors informed witness that the contract had been let agreeably with these representations. These representations turned out to be unfounded; witness heard that the contract had afterwards been changed without the knowledge or consent of the Municipalities, and from his own personal knowledge he can state that such was the fact as far as the Municipality of Woodstock was concerned. Witness was surprised to find that the contract had been thus changed, and a knowledge of this fact occasioned much excitement and annoyance in the Municipalities. Complained to the Directors and told Mr DeBlaquiere that it was a breach of faith. There was a public meeting shortly after, at which Mr. DeBlaquiere said he was sorry that it had been done, but an extended charter was to be applied for, and when it was obtained there would be sufficient means found to go on and complete the work. Ever since the work has been a source of trouble and vexation to the Municipalities, and the opinion prevails that through those means the charter and road will be lost; thinks that more than one of the Municipalities has confidence in Mr. Buchanan and some of the other Directors; mentioned to the Municipalities that there was stock taken, but does not think that that was an inducement to them to grant loans, because it was well known that some of the parties subscribing for that stock had merely done so to save the charter; mentioned to some of the Reeves that so soon as other stock was subscribed the parties holding the stock would transfer it to others; knows nothing of the personal or pecuniary considerations connected with the change of the contract; knows the Young brick-yard spoken, it was of very small value in 1852; should say, to the best of his judgment, it was worth from £40 to £50 per acre, and that was before the rise of property, and his opinion is as to the value of the land without any improvements; at the time of Mr. DeBlaquiere's purchase, thinks there were an old frame dwelling house and outhouses on the land; there were no improvements made between the time of his purchase and the time of the sale to the Company; does not know when he made the purchase; has no personal knowledge nor information derived from the parties interested, as to the alleged pecuniary consideration given by Buchanan to DeBlaquiere; there never was, that he is aware of, any moneys other than the moneys of the Municipalities raised by the Directors of the Company for the purposes of the Road excepting one or two hundred pounds. From all witness knows of the affairs of the Company he should say they were mismanaged; for the services rendered by witness he has never received any moneys, excepting four or five dollars for the hire of a horse and buggy.

[In answer to Mr. DeBlaquiere.]

In speaking of the mismanagement of the Company he has special but not exclusive reference to the breach of faith which led to all the subsequent difficulties; does not remember any meeting at which a detailed statement of the affairs

of the Company was made; remembers sales of lands made by Mr. Hatch, in 1854; does not remember the prices, they ranged from two to six and seven dollars a foot and upwards.

[In answer to Mr. McClenaghan.]

Remembers on his return from the mission to the Municipalities a report being presented by the Directors; knows the statements made in that report were untrue; can produce a copy of that report; that report stated that there was £60,000 stock in the hands of responsible and reliable parties. Remembers of a proposition made by Mr. Zimmerman to purchase a part of the road. The only safety for the interests of the Town of Woodstock, with regard to this proposition, was in the Directors; the Directors had an interest in protecting Woodstock; could not say that he had confidence in them but the contrary. Recollects a proposition of Mr. Zimmerman to take the whole road and give the Municipalities bonds on the Southern Road for £75,000; a meeting was held at Woodstock to consider the proposition and its decision was favorable to it. It was said that that decision was obtained through the influence of Mr. DeBlaquiere, but does not remember whether or not he spoke for or against it; witness opposed it; considered it a sacrifice of the interests of the Municipalities.

[In answer to Mr. DeBlaquiere.]

The report he refers to was made after the Municipalities were first solicited for aid.

The Committee then adjourned.

FRIDAY, 15th May, 1857.

Committee met.

MEMBERS PRESENT:

MICHAEL H. FOLEY, Esq., in the Chair:

MR. EPHRAIM COOK,

MR. FRAZER,

MR. CHRISTIE,

MR. SOUTHWICK.

THE evidence of yesterday was read.

Mr. *William Gray*, cross-examined by Mr. *W. L. Smart*, Secretary to the Company.

Do you consider that the private speculations, over which the Company had no command, along the line of road, were prejudicial to the road generally?—I believe the conduct of private speculators along the road has had an influence with regard to the arrangements that might have been made between the Company and Municipalities, and the parties desiring to have the control of the road. I believe the Municipalities had to make larger sacrifices than they would otherwise have done; that if it had not been these influences the Municipalities would have disposed of their interest in the Board at par.

Did you obtain reports alluded to by Mr. McClenaghan yesterday from the printer's office; and did you leave Woodstock for Walsingham intending to distribute them through the Municipalities?—Yes.

Did you distribute them, and if not, why?—I did not distribute them, because in reading them over, I found they contained nonsense and falsehood.

When you met Mr. DeBlaquiere did you point out these errors to him, and what did he say?—I showed the reports to Mr. DeBlaquiere;—pointed out to him wherein they were untrue; and he quite agreed.

From this conversation did you infer, that he was a party to this Report, and knew what was contained in it until you showed him it?—From this Report I did not think he was a party to it, but that it was the first time he had seen it. It was signed by Col. Light, as President, and N. N. Light, as Secretary.

[By Mr. Ephraim Cook.] Did you consider there was any extravagance in the expenditure of the Municipal Loans?—I believe there was extravagance on the part of the Directors in the purchase of station, and salary of officers.

What influence did Mr. DeBlaquiere bring to bear on the people of Woodstock to induce them to accept Mr. Zimmerman's first proposal?—I could not say from my own knowledge that Mr. DeBlaquiere used any influence on Mr. Landon, but he (Landon) and two or three others were the cause of it. I understood that Mr. Landon was the paid agent of the Company, and such was generally understood.

Did you ever receive any money other than the \$5 or \$6 mentioned yesterday either directly or indirectly?—I never did to my knowledge.

From what you know of Landon's services, do you think the sums mentioned by him in his evidence of yesterday as having been received by him were sufficient remuneration?—For the services rendered by Mr. Landon I consider the sums mentioned by him yesterday, as received by him, were more than sufficient remuneration—he might have rendered services I knew nothing of.

(At this stage of the proceedings, application was made by Mr. Smart, on behalf of the Woodstock and Lake Erie Company to adjourn until to-morrow; which, being submitted to the decision of the Committee was unanimously refused. Mr. Smart made a further application, that the Company be heard by Counsel before the Committee, which application was also on the like submission unanimously refused.)

Isaac Buchanan, Esq., examined:—Resides in Hamilton, and is a Director of the Woodstock and Lake Erie Railway and Harbor Company. In July last became connected with the Amherstburgh and St. Thomas Railway Company, in order to offer the stock of that Company to the shareholders of the Great Western Railway Company. The value of that charter consisted in securing the extension comprised in the Woodstock and Lake Erie to the East, at the Suspension Bridge, and witness made an arrangement, that on condition of his being shown on the 7th of August, at the election of Directors of the St. Thomas and Amherstburgh Company at Amherstburgh, to be in possession of the west of St. Thomas,—the eastern line should not be given to Mr. Zimmerman. Mr. Zimmerman was to be allowed to control the line east of St. Thomas, if he succeeded in getting the control of the Amherstburgh and St. Thomas. In these circumstances a proposal was made to witness by Mr. J. B. Van Voorhis, or Mr. John L. Hodge. Witness cannot remember which first spoke to him, but the proposition, which was afterwards in writing, was signed by Van Voorhis, and witnessed by Hodge. The object of the proposition was as witness has stated above, and had in view, especially to make sure that the money advanced by the Municipalities would retain any security, which could arise from the Woodstock and Lake Erie Railway being found associated under any circumstances with the through line. The proposition was as follows, in writing:

Proposition of J. B. Van Voorhis to Isaac Buchanan:

“That Mr. Buchanan, on getting unquestioned possession of the Amherstburgh and St. Thomas Railroad, say before 14th August, shall be prepared to pay one hundred thousand dollars in cash, besides the small sums paid up on the private stock of the Woodstock and Lake Erie Road. in consideration of the following: The whole shares held in the Woodstock and Lake Erie Railway will be transferred into the names of such persons as Mr. Buchanan may point out, and such persons as Mr. Buchanan may nominate will be appointed Directors of said Company; and if Mr. Buchanan insists on it, we are also to furnish him with undertakings by the

"various Municipal bodies who hold the Company's bonds; to the effect that they will agree not to convert these bonds into shares, but will within six months be prepared to receive cash for them at par, or at any time hereafter to exchange them for bonds of the Great Southern Railway. "Hamilton, 5th August, 1857.

(Signed,) "J. B. VAN VOORHIS."

"JOHN L. HODGE, Witness.

Witness's reply in writing was as follows:

"HAMILTON, 5th August, 1857.

"J. B. Van Voorhis, Esq.,

"SIR,—On behalf of yourself and friends interested in the shares connected with the Woodstock and Lake Erie Railway and Harbour Company, whose Charter I am at present striving to get control of, I promise you on my arriving at the control of the direction of the Amherstburgh and St. Thomas Railway, which I promise to do upon the seventh current, to pay over to such parties as do give me the control of the Woodstock and Lake Erie Railway and Harbour Company, the sum of £25,000 currency. The details of this agreement are in a paper headed 'Proposition by J. B. Van Voorhis to Isaac Buchanan.'

"I am, Sir,

"Your obedient servant,

(Signed,) "ISAAC BUCHANAN."

Witness desired to control the Woodstock and Lake Erie Railway, for the *bona fide* purposes of enabling the Great Western Railway to subscribe the whole stock, namely, one million of pounds currency; and the parties with whom he negotiated were prepared to do so, on his paying as he did, in the case of the Amherstburgh and St. Thomas, the first instalment of £100,000. He found, however, that it would be safer for him to take over to himself the power of allocating these shares than to allow the then present holders of the stock to subscribe the same. Since consummating the arrangement at Amherstburgh, a circumstance in London, England, connected with some Bills of Exchange, drawn by the Great Western Railway, in payment of station grounds on the Sarnia branch, had shown some little appearance of the rise of an opposition party within the Great Western Railway, and it was a great object with witness to contract his responsibility to the smallest sum he could. The arrangement contained in the proposition of Mr. Van Voorhis was carried out, and the whole £25,000 paid over by witness to Mr. Henry DeBlaquiere, although the shares transferred to witness were only those already subscribed, belonging to the parties for whom Mr. Van Voorhis acted, being eighty shares, or £2,000 on which there was paid but £200. Witness now found, for the first time, that Van Voorhis was not himself a shareholder, but the parties who transferred the stock to witness, pursuant to the aforesaid proposition, were Mr. Edmund Deeds, D. S. McQueen, Judge of the County Court of Oxford; J. G. Vansittart, Arthur Farmer, W. L. Smart, and Henry DeBlaquiere; witness was not aware till the time of the transfer, who the parties were, or whether he was in communication with any Director of the Company. He knew that the parties communicating with him must have spoken to three out of seven of the Directors, so far as to get their consent to retire from the Board. There were in the Board already a majority, or four out of the seven, friends of witness, whom he could trust as trustees for the Great Western Railway, namely, Andrew Thompson, J. G. Wilson, J. H. Cornell, and Hugh C. Barwick, but witness insisted that every Director should be made agreeable to witness, and declined the negotiation on any other footing. Has no sources of knowing who shared the

£25,000 with De Blaquiere. Has heard that Hugh C. Barwick, Mr. Deedes, and Judge McQueen, knew nothing particularly of the negotiation and received no share. This is mere hearsay. Who got it, he don't know. He paid the amount to DeBlaquiere. This transaction, nor none of the circumstances connected with it, were mentioned on the Books nor at the Board. Merely knew Judge McQueen and Mr. Farmer very slightly, and had never seen DeBlaquiere, to his knowledge, until the time of the closing of the negotiation, or at the earliest on 7th August. The other Directors, namely, J. G. Wilson, Andrew Thompson, J. H. Cornell, and Hugh C. Barwick, did not sell their shares, and neither asked nor received any premium thereon. They received no consideration of any kind for assistance given to witness in carrying out his plans. After the arrangement with DeBlaquiere was completed, the Directors of the W. & L. E. Company, of which witness was then President, issued a circular to the Municipalities, of which he believes the following to be a copy :

CIRCULAR

By the President and Directors to the Municipal Councils.

W. & L. E. R. & H. Co., Woodstock,
Woodstock, Aug. 11, 1856.

SIR,—We have to intimate to your Municipality the reconstruction of this Board, and we are happy to inform you that the W. & L. E. R. & H. Co. being placed in a solvent position, is prepared, independently of the assistance contemplated by the late Act, to pay all the interest due on the Company's Bonds to your Municipality, and all the Company's other debts at once.

We take the earliest opportunity of making known to you the altered circumstances of this Corporation, that you may at once disallow the By-law which you have published, as now unnecessary.

And, we may mention, that we have no doubt that the capitalists of England who now control the stock, will enable us to proceed at an early day with the work on the line from Woodstock to Port Dover, as well as the whole Great South Western Railway from Amherstburgh to the Suspension Bridge, which is now also controlled by them.

We are,

Yours respectfully,

ISAAC BUCHANAN, *President.*

HUGH C. BARWICK, *Vice President.*

ANDREW THOMPSON,

JOHN H. CORNELL,

J. G. WILSON,

ANDREW SMITH,

GILBERT MOORE,

} *Directors.*

The By-law referred to in this circular was one which was before the rate-payers and had been adopted by the several Municipal Councils interested, in pursuance of the Act of last session for transferring the road to Miles O'Reilly, according to an agreement attached to said Act. The reason for refusing to accept the aid from the Municipalities was, that the experience of the Great Western Railway had been against any advantage arising from allowing any of the Municipalities to interfere in the direction of the Company, so that it seemed an object for witness and those acting with him, not to lay themselves under any obligations to the Municipalities. These By-laws were all withdrawn or become inoperative in consequence of this circular. The interest of the Municipalities, due up to 1st of

January, 1856, was paid, amounting to £11,600. That is all the interest that was paid. The other promises made in this circular were not fulfilled. J. B. Smith, Esq., M. Q. P., the London Chairman of the Great Western Railway, had three or four years before originated the idea of building a second track for the Great Western on the Southern charters, and he (Smith) wrote to the Vice-President in Canada immediately on hearing that witness had succeeded in securing the Western charter, expressing his own thanks, and assuring witness, and those acting with him, that when the London Board should meet on the following Tuesday they would receive a vote of thanks and approval of what witness had done, which would in due time be confirmed at a meeting of the shareholders. In the meantime, however, Mr. Brydges the Canadian Managing Director of the Great Western, had taken sides with Mr. Zimmerman, who was opposing witness. Mr. Brydges had written to London impugning the motives of witness and Vice-President. Mr. Radcliffe, who was acting with witness, as well as those of all the other Canadian Directors who were all acting with witness, as far as they legally could as Directors, namely the Mayor of Hamilton, Henry McKinstry, and Colonel Gourley, there being no other Canadian Directors in this country at that time. On the Friday on which Mr. Smith, the chairman, wrote to Canada as above mentioned, Mr. Peter Buchanan was in London, and slept that night at the house of Mr. Gill, another Director and now President of the Great Western Railway. Mr. Peter Buchanan was not told of the correspondence alluded to or of any intention to dishonour certain bills, which Mr. Radcliffe had drawn on the London Board, otherwise he would have remained in London till the next Tuesday's meeting of the Board, and would have telegraphed to Mr. Harris, the then President of the Company, who was then in Liverpool, to be also present, when, with Mr. Smith, a majority of the London Board would have sustained the Canadian Board in securing the Southern charters.— Without the least suspicion of the course intended by Mr. Robert Gill in conjunction with Mr. Beatty, another Director whom witness's friends had got appointed to the Board for the express purpose of securing justice to Mr. Brydges at a former period, Mr. Peter Buchanan left London on Saturday. On the Tuesday, Mr. J. B. Smith found himself overruled by Mr. Gill and Mr. Beatty, who refused to accept bills for £40,000, which Mr. Brydges had written was the money of the Great Western Company misappropriated to purchase shares in the Southern Line. Mr. Smith protested against the course taken, and refused to continue to act with Mr. Gill and Mr. Beatty, and also complained of Mr. Harris and Mr. Peter Buchanan having, through our confidence in Mr. Gill and Mr. Beatty, neglected to be present, and in disgust he tendered his resignation, which Mr. Gill and Mr. Beatty on the moment availed of the opportunity to accept. Thus terminated the Directors of the Woodstock and Lake Erie Company's abilities to carry out the promises of the Circular of the 11th August, addressed to the Municipalities, and they consequently never were carried out. Mr. Gill and all other persons of influence in the Great Western Railway had up to that time acquiesced in the policy of getting possession of the Southern Road, admitting the building of it to be a mere question of time. The time had come when the Great Western, by asking for a second track, had deprived themselves of any plea of justice in longer resisting the building of the Southern line, and the shareholders seeing the building of it inevitable, although the Great Western as a Company could not legally move in the matter until a Board elected by the Southern Board could be got to amalgamate the two charters, and it was supposed unanimous in approval of the London chairman, Mr. Smith's views.

[By Mr. Southwick.] Were you instructed by the English Board or Canadian Board of Directors to take the steps you did to obtain control over the Amherstburgh and St. Thomas Company, and also the Woodstock and Lake Erie Company?—I was not instructed by either the English or Canadian Board

to take any steps to obtain the Southern charters, but all the Canadian Directors present, except Mr. Brydges, approved of the steps I took, supposing that all the English Directors were committed to the policy, and believing that every influential shareholder, both in Canada and England, held the same policy.

The gentlemen associated with witness in the direction of the Woodstock and Lake Erie Road agreed with witness in the propriety of transferring both roads, the Woodstock and Lake Erie and the Amherstburgh and St. Thomas, to the Great Western. Believed then, and believes now, that every intelligent shareholder of the Great Western must be in favour of his step, looking simply to the interests of the Great Western Railway. Witness thinks that, freed from personal considerations, the Great Western Railway would still be glad to adopt Mr. Smith's views, and will still endeavour to build their second track upon the Southern Line, although witness himself has not now any connection with the Great Western Railway, except as a private shareholder. That is not one of the objects witness now has in view in connection with the Woodstock and Lake Erie Road, although he rejoices in this or any other security that the road will be immediately constructed in one way or other. Witness founds his belief that the Great Western will still endeavor to build the Southern Road on knowing that it would be for the interests of the shareholders, and being aware that this is known by a great many, believes a great majority of the shareholders themselves. Also knows that a shareholder in Canada wrote, since the refusal of the Southern charter, to the Secretary in London, to ascertain if really there was any reasonable objection to the Great Western building its second track on the Southern Line, and that Mr Baker, the Secretary, replied that the Great Western Railway was still looking to build the Southern Road, and that their objection was its being forced upon them prematurely. Mr. Baker stated that they were aware that they could get the charters when prepared to build the road, which witness supposes was meant to be through Mr. Zimmerman. This information witness has on the best authority. Witness believes he was told this by one of the Directors of the Woodstock and Lake Erie Railway, who was in the Board subsequent to the 11th Aug., but who has since retired; but it was a matter of notoriety, and can be verified. Thinks this information is known to the present Directors of the Great Western. Witness resigned the presidency of the Woodstock and Lake Erie Company in January or February last, in pursuance of an agreement made in England with Messrs. Wythes and Zimmerman. Became a Director again after Mr. Zimmerman's death, in order to get through the work, without which he cannot get back his money. This and endeavouring to fulfil his agreements about building the road and otherwise, which Mr. Zimmerman had assumed, are the objects of his remaining a Director; Mr. Zimmerman's death prevented, until Mr. Morrison's appointment afterwards, any President being appointed. The present Directors are Thomas G. Bidout, residing at Toronto, President; witness himself, residing at Hamilton; Joseph A. Woodruff, residing at Niagara; R. G. Benedict, residing at Niagara Falls; James Kintrea, residing at Woodstock; James C. Street, residing at Hamilton, and Thomas Bidout, Junior, residing at Toronto. Neither one of these Directors, with the exception of Mr. Kintrea, resides in the Municipalities interested as bondholders, and not one of them has any official connection with the said Municipalities. The Directors must each hold five shares to qualify them as Directors, amounting to £125 each, on which ten per cent. must be paid. That ten per cent. has been paid for all these Directors by witness, and they all owe him the amounts respectively. Witness preferred their owing him these sums, and refused to receive them in cash, holding that Mr. Zimmerman ought to relieve witness under his agreement made in England on 26th September last, of the whole stock in both the western and eastern charters, and that witness could not be called upon to give up unconditionally, such a portion thereof as would give the control out of his

hands till paid for the whole. These Directors are, in fact, his mere nominees to secure to him the payment of his moneys and enable him to fulfil his engagements. The chief interest the present shareholders have is connection with the estate of Mr. Zimmerman, which is bound to witness under the agreement in England.

The Committee then adjourned.

MONDAY, MAY 18TH, 1857.

Committee met.

MEMBERS PRESENT:

MICHAEL H. FOLEY, Esquire, in the chair:

MR. EPHRAIM COOK,

MR. CHRISTIE,

MR. FRAZER, and

MR. SOUTHWICK.

Isaac Buchanan, Esquire, re-called. Mr. Zimmerman's obligation to witness arose in the following way: Witness's movements never had in view depriving Mr. Zimmerman of a fair contract for building the Southern Road, to the offer of which witness always considered him (Zimmerman) entitled in lieu of the contract for doubling the Great Western's track, which work this Southern project was meant to supplant. When, therefore, the Directors in London of the Great Western Railway represented witness's action in Canada, witness at once ceased to oppose Mr. Zimmerman; having no object in doing so, the controversy with him having been in no way personal, but only as to whether he should be master or servant in the matter of the control to be given out on the Southern line by the Great Western Railway. Mr. Wythes, the best known Contractor in connection with the Great Western Railway, and who had built the Hamilton and Toronto Branch, was to have had a half share in the contract for doubling the track of the present line of the Great Western Railway. Witness's simple proposal to these gentlemen was that he would get out of their way and give them all the assistance he could since the Great Western Railway preferred this. Merely made this a condition that his outlay should be refunded to him gradually as the work advanced, and the agreement between them was embodied in a document signed by Messrs. Wythes and Zimmerman and Mr. Peter Buchanan at Liverpool, on the 26th of September. The agreement provides for the refunding to Mr. Buchanan, by Wythes and Zimmerman, of £25,000, which is the £25,000 paid to De Blaquiére by witness. The whole amount paid by witness on account of the Woodstock and Lake Erie Railway and Amherstburgh and St. Thomas, including the above, was £52,000; £11,600 was for the interest of the Municipalities, £6,800 paid through the Woodstock and Lake Erie Directors for the debts of that Company, the balance of about £8000 was to cover preliminary expenses paid or expected to be paid. Of this witness has himself paid out about £3,000 in surveys, expenses to England by parties, witness himself, Mr. McLeod, Mr. Hodge and Mr. Wallace, as well as for expenses of Chancery proceedings and other necessary expenses in anticipation of the amalgamation. Witness intended to apply any balance to remunerate parties who have hitherto worked in the matter for an insufficient salary, trusting to him getting the Great Western Railroad to do them justice eventually. The balance of £5000 has really not been paid at all. In the first place, witness intended to add to the remuneration of Mr. Wallace, Mr. Greer, Mr. Radcliffe, Junr., and such others as he supposed had drawn more than the small payments already made to them—then intended to give the balance to Mr. McLeod and Mr. Park, to apply to claims at Amherstburgh, prior to witness's interfering with the Charter

of the St. Thomas and Amherstburgh Road. These parties were not given to understand that they had any claim to this, but originally there was an understanding with William Wallace, John McLeod, and Theodore Park, that in case the Great Western Railway took the Charter, each of them should receive a proportion of £25,000 being $2\frac{1}{2}$ per centum on the capital stock of that company; it being arranged that each shareholder of the Great Western Railway who had £100 of stock in the Great Western Railway, should have it in his power to take the same stock in the Southern, about to be amalgamated with the Great Western Railway, and for this that he would pay £102 10s. for the £100 of nominal stock. This was to be paid to influential parties after the Road was opened, so as to secure their influence during its construction, and to deprecate their opposition in taking up the right of way. The original idea was to reserve £5000 of this for small expenses, and to give paid up shares to the extent of £5000 each, to four individuals, namely, William Wallace, John McLeod, Theodore Park, and Arthur Rankin, but with none of them was there any written agreement, except with Wallace, who, on transferring his shares, stipulated for a premium to the extent stated, and which witness agreed to conditionally, on the Great Western Railway carrying out the arrangement. Any arrangement with parties was previous to their connection officially, or as Directors with the Amherstburgh and St. Thomas Railway, and there was no arrangement whatever at any time with Directors of the Woodstock and Lake Erie Railway. Of course it was evident that three of the Directors of the Woodstock and Lake Erie Railroad must have agreed to retire, so that witness, for the Great Western Railway, could be put in possession of the control of that Company, and this in direct manner was the only way in which witness could have any knowledge that part of the stock which he was acquiring, was to be transferred by them, as he never had any direct communication with any Director on the subject. There was no inducement held out to the four remaining Directors of the Woodstock and Lake Erie Company, beyond the conviction held by every one, that the Great Western Railway, taking it up, was the only chance of the Road being built. There were no moneys paid to any of these Directors. There were no moneys paid at St. Thomas, nor any inducements held out to the parties, they having no stock of any consequence. There was sufficient paid in on stock for two or three parties in St. Thomas, who had subscribed £250, to enable them to qualify as Directors. Cannot say positively who the parties were. Cannot remember from the circumstance that the payments were illegally deposited in the wrong Bank, and therefore not considered payments. Is not aware of any inducement being held out that the whole stock would be paid. The temporary salary of the incumbent, Thomas Hodge, was £250, no part of which was paid, that witness is aware of, and the same or a similar amount to the Assistant Secretary, William McKay, no part of which was paid. Of course these parties had claims on the Company, and no part of what witness had referred to as preliminary expenses. The date of the arrangement as to the division of the £25,000 among McLeod and others, was on the 15th July, 1856, previous to the transfer of the stock to witness.

[By Dr. Southwick.] Did you in your endeavours to obtain the control of the Woodstock and Erie Road extensions, pledge yourself or make any arrangement as to the point on the Woodstock and Erie Road, from which the extension to St. Thomas should start?—No such pledge was made, in the negotiations, but on the new Board being appointed, it was strongly pushed that the majority of the Municipalities would support witness more strongly, if this Road came by Otterville, and it was understood that the Board would favor this. This was expressed in a circular to the Municipalities.

John B. Van Voorhis examined.—Resides at Woodstock, is a contractor. Remember making Mr. Buchanan a proposition in writing relative to his obtaining the control of the Woodstock and Lake Erie Railway, which witness presumes is the one put in by Mr. Buchanan in his evidence or a copy of it. Before making that proposition, had had conversation with Mr. Buchanan relating to it, and had called on Mr. De Blaquiere on the subject, but not on any of the other Directors. Mr. De Blaquiere did not authorize the making of the proposition, but in consequence of conversations had with him, witness did make it. Mr. De Blaquiere wanted some time to consider what he should do. Did not say that he wanted to communicate with any of the other Directors. Witness had no communications direct or indirect with any of the Directors but Mr. De Blaquiere. After the receipt of Mr. Buchanan's reply to witness's proposition, he communicated with Mr. De Blaquiere. Was not present when the money was paid to Mr. De Blaquiere, but Mr. De Blaquiere told witness afterwards that it was all right. Do not know whether any of the Directors shared with Mr. De Blaquiere in this money. In consideration of witness's own services in connection with this transaction, he was to receive thirty-five miles of a contract. Witness became a contractor on Woodstock and Lake Erie in December, 1854, or thereabouts. Witness's contract was for grading, fencing, putting in sluices &c., in Woodstock to a little below Otterville. He did not complete his contract; because the work was stopped in the following October. Mr. Benedict was the Chief, and Mr. Hodge the Assistant. The calculations of estimates were made by assistants, and by them delivered to Mr. Benedict, who gave them to witness. Witness never knew the amount of work that was to be done, nor saw the schedule of prices. The amount of work done by witness was about \$50,000, which he was paid. Cannot tell what the contractor, Mr. Zimmerman, got for this, but was informed by the Assistant Engineer that Mr. Zimmerman had made 100 per cent. on it. Knew that Mr. Hodge felt annoyed at Mr. Zimmerman at the time, and thought he might have been told this to get up a little feeling between witness and Zimmerman. Most of the work done by witness is left in an unfinished state; so far as done, it was well done. Knows nothing of the circumstances under which Mr. Zimmerman obtained the contract. In answer to Mr. De Blaquiere, witness thought that the best thing the municipalities could do was to accept Mr. Buchanan's offer. Still thinks it the best if he would carry it out, but knows he has not. Considered Buchanan's offer more favorable than the O'Reilly agreement as it existed at the time. Do not believe that the O'Reilly agreement would have been acceded to by the Municipality, whether Buchanan's offer had been made or not. There was a clause in the By-law submitted by O'Reilly, requiring the Municipalities to take the bonds of the amalgamated Company, or any other Company, and with that clause he does not believe the rate-prayers would have ratified it. Does not know whether or not he has seen the specifications attached to Zimmerman's contract—those attached to my part of the work were very exacting.

The Committee then adjourned.

TUESDAY, 19TH MAY, 1857.

Committee met.

MEMBERS PRESENT :

MICHAEL H. FOLEY, Esq., in the chair:
 MR. CHRISTIE,
 MR. SOUTHWICK.
 MR. FRAZER, and
 Hon. Mr. MORRISON.

William L. Smart, Esquire, Secretary to the Company, recalled : Produces copy of original stockbook—copy is as follows :

Copy of Stock of the Woodstock and Lake Erie Railway and Harbour Company.

We, whose names are hereunto signed in the annexed lists, hereby agree to become stock-holders in the "Woodstock and Lake Erie Railway Company," and to take the number of shares set opposite our respective names, and bind ourselves to make payments thereon, and do all other matters and things in relation to the same, required by the Act of Incorporation, or that may be required by the Board of Directors of the Company.

Woodstock, 1st July, 1848.

Name.	Residence.	Shares.	Amount.
A. W. Light, Col	North Oxford	10000	£50000
D. S. McQueen	Woodstock	5400	27000
W. S. Light	Do.	5400	27000
H. C. Barwick	Do.	5400	27000
R. N. Light	Do.	5400	27000
<i>February 6th, 1851.</i>			
A. W. Light	North Oxford	2000	10000
<i>February 8th, 1851.</i>			
H. De Blaquiére	Walsingham	5400	27000
Edmund Deeds	West Oxford	4200	21000
R. J. C. Elwes	West Oxford	4200	21000
Henry S. Turner	Woodstock	2600	13000
		50000	£250000

Statement marked A A, put in as detailed statement of expenditure, up to 31st December, 1855. The amounts were examined by delegates from the municipalities, who sat five days on them. Cannot now tell to whom the item for printing, "£17 19s." in statement produced, was paid; cannot tell whether or not the books show to whom it was paid; at the time that item was paid was not Secretary. Mr. Barwick kept the books then. The item £69 3s. 5d., marked "incidental," is made up of several items. Thinks the books will show to whom the several amounts, making up this item, were paid. Gray was paid £4 3s. 3d. expenses to Port Dover; Arthur A. Farmer, £25 expenses to Quebec; postage, 19s. 6d.; expenses on breaking ground, (cost of luncheon at Matson's,) £39 2s. 6d. The incidental expenses of May, 1853, were paid to Arthur Torrence; expenses to Quebec, £25 2s. 6d.; telegraph, 5s.; galvanizing spades, £1 5s.; telegraphs, 10s.; expenses for June, telegraphs, &c., 10s.; Arthur Farmer going to Quebec, £25; "Progress" newspaper, 2s. 9d.; For July, D. S. McQueen, £1 5s.; Arthur Farmer, and William Gray, expenses to Otterville, £1 6s. 3d.; horse hire, £11

15s.; For August, stationery, £2 1s. 9d.; For October, Henry DeBlaquiere's travelling expenses to New York, £11 5s.; Rev. Mr. Landon, £25; postage, 21s.; John Thompson, attending municipal election, 10s.; Barwick, expenses to Cayuga, £4; Secretary's expenses to Port Dover, £1 12s. 3d.; Express Company, 8s. 7d.; Secretary's expenses at Otterville, 2s. 6d.; For November, Secretary's expenses to Otterville, 6s. 3d.; President's and Chief Engineer's expenses to Montreal, £18 10s.; maps, £2 5s.; telegraphic, £4 6s. do. 6s., Secretary's expenses to Niagara, Hamilton and Toronto, £6 8s. 6d.; printing, 10s.; Groble for table, £11 5s.; seal, 6s.; for getting safe in house, £2 10s.; books, £7 1s. 3d.; Secretary's expenses to Toronto, £5 17s. 6d.; wood crossing, £1 5s.; DeBlaquiere's and Secretary's travelling expenses, £3 17s. 3d.; For December—President, Directors and Secretary's expenses at Otterville, 7s. 6d., horse hire, £10 10s.; postage, £1 15s. 2d.; Secretary's travelling expenses, £5 13s.; S. Quinte, £1 2s. 6d.; Express Company, 11s. 6d.; casual, 2s. 6d. For January, 1854—Telegraph, £2 17s. 1d.; sundry expenses, 5s.; postage, £1 13s. 3d. The items under the head of "travelling and incidental" are composed all through the detailed statement AA, of items similar to the above, and are chiefly items paid the Directors, and officers' travelling expenses, postage and telegraph. There was land bought from three of the Directors, namely, Mr. Thompson, Mr. DeBlaquiere, and Mr. Wilson. The latter was in partnership with Mr. Walsh, and witness's impression is that the land was bought from Walsh. DeBlaquiere has been paid for land, £5250. The land bought from Mr. Thompson was sold cheaper than the market value. The cash book does not show what was paid to Mr. Thompson; can form no idea of what the amount was; it would not be a large sum. The agreement with Mr. Wilson and Mr. Walsh was at the rate of £50 per acre; thinks the amount purchased was about 8 acres, paid them £250. The Port Dover Harbour came into the hands of the Company on 27th June. 1853. There was agreed to be paid for it £12,000; it has not all been paid. The balance due to White & Cotton (£4590) is paid. The amount due the Government has not all been paid; there is about £6,000 due; what was paid was the moneys of the Municipality. The revenue of the Port Dover Harbour, clear of expenses, has been nearly £1000 a year. The receipts have been carried to the credit of the Company; cannot tell why the balance of £6000 has not been paid; has heard from DeBlaquiere himself that he was a co-contractor with Zimmerman in February, 1854, when the contract was let to Zimmerman; thinks DeBlaquiere has told witness that he received a sum of money about £6000 from Zimmerman, and Zimmerman's obligations for the balance of \$50,000. This was as witness understood, for his, DeBlaquiere's, share of the contract. (Col. Light's account is here produced by Mr. Smart, referred to in witness's evidence of 7th instant.)

(Copy.)

The Woodstock and Lake Erie Railway and Harbour Company, to Colonel Light,

To expenses incurred in survey of line of Railway from Woodstock to Port Rowan, as follows:

1. To Alexander Light, Civil Engineer, for surveys, plans, &c. &c., in 1846	£364	0	0
2. Cost of feeding, levellers, axemen, &c. &c.	50	0	0
3. To cost of paying ditto whilst employed on said survey	60	0	0
4. Cost of Messrs. Burroughs as Assistant Engineers,	42	10	0
5. Cost of J. Muttleberry for 6 weeks at 7s. 6d. a day,	15	15	0
6. Cost of Alexander Light and Charles Beard living at my house whilst drawing plans of said survey	25	0	0
			£557 5 0

	£	s.	d.
7. Expenses in going to Vienna, Port Burwell, and Big Creek, &c., with Rev. W. Bettridge to ascertain the probable success of said Railway, with cost of carriage (absent one week)	6	10	0
8. Cost of going with Rev. W. Bettridge to Detroit and Kalamazoo to ascertain the cost of constructing the Michigan Central Railway	30	0	0
9. Cost of going to Goderich, calling a meeting there to see whether they would join us in extending the road to them, which they promised to do,	10	0	0
10. Cost to Judge McQueen for preparing Charter and amended Charter, and interest	52	15	0
11. Cost to R. Riddell, M. P. P., for expenses of passing Charter through Provincial Parliament...	20	0	0
12. Cost of W. S. Light to expenses of examining Port Rowan, and eligibility as a port, and that of Alexander Light going to Buffalo to ascertain the probable amount of traffic on said Road...	28	0	0
13. Cost of printing to Mr. Rogers for publishing an explanatory pamphlet to shew the prospects of said road, and circular letters, &c. &c.	65	0	0
14. Cost of Agents through Oxford and other Townships to obtain signatures to Petition to the Legislature, praying for Charter, of which there were 3000 signatures	65	0	0
15. Expenses of Rev. W. Bettridge proceeding to Toronto to induce Lord Metcalfe and Council to assent to the Bill, if passed, which they did	23	15	0
16. The Bill for constructing said Railway having passed on 27th August, 1847. The expenses of Col. Light proceeding then to England to endeavour to raise funds for constructing said Railway.....	50	0	0
17. At the request of Provisional Committee returning from England to Woodstock, from thence via New York, Boston, Albany and Buffalo, and remaining in those places endeavoring to procure stock for said road.....	50	0	0
18. Finding it necessary when in England for the interest of said road to procure the assistance of an Engineer conversant in railroad matters, to introduce him to capitalists there, whose expenses cost to Mr. Beard.....	180	0	0
19. Cost of Mr. Beard's living and expenses whilst employed by Col. Light	242	0	0
20. Cost of Col. Light's living for four years whilst in England	548	0	0
21. Cost of carriage hire for Mr. Beard and Col. Light whilst in London.....	50	0	0
22. To cost of printing 3000 copies of prospectuses of Railway, with maps, circulars, &c. &c., in London, to Mr. Bradley	67	0	0
23. To cost of advice and use of Geo. Tyler's, Esq., rooms for five meetings.....	50	0	0
24. Interest of £1400 agreed to be paid to Col. Light, in July, 1853, and not paid to July, 1854.....	84	0	0

25. To Col. Light's own exertion for seven years, (re- maining in England for four years of that time,) in obtaining the charter, writing pamphlets, prospectuses, &c., both in England and Canada, with interest on money expended on surveys, travelling to and from England, and other expenses, and promoting to a successful termination the above Railway interest	2500 0 0	
		£4698 15 0
Deduct what is paid.....		1400 0 0
		£3298 15 0

I, Colonel Light, conscientiously believe the above sums given in my account are as correct as I can make them.

(Signed,)

A. W. LIGHT.

On the 27th of October, 1853, Mr. DeBlaquiere laid before the Board an agreement signed and sealed by John A. Axford, bearing date 21st October, 1853, whereby Mr. Axford offered to sell to the Company certain lands near Simcoe, for the price therein named, to which a memorandum was attached for the purpose of protecting the interests of the Agricultural Society, whose grounds were situated on the Axford property. This memorandum was signed by Mr. DeBlaquiere, but the proposition was signed by Mr. Axford. This proposition was made in pursuance of a resolution by the Board, authorizing DeBlaquiere to see on what terms the land might be purchased. On the same day Mr. DeBlaquiere (he having previously entered into arrangements with Mr. Davis of Simcoe, as to the purchase of certain property in the vicinity of the town) informed the Board of the arrangement made by him, and proposed that if, on the Report of the Engineers, they should select a site for Depot, &c. on this land, he would be willing to give them as much land as the Engineer would deem necessary for that purpose. On neither of these propositions was there any action taken by the Board of Trade. They run the lines, and all went through some part of Davis property. Witness says that Mr. Hodge's statement on this subject is incorrect. At a meeting of the Board on the 15th February, 1854; (Mr. DeBlaquiere having, before this, abandoned his bargain with Davis, as shewn by a paper marked C., a copy of which is hereunto annexed) an offer was received from Messrs. Wilson and Walsh (who, in the meantime, had been the purchasers) for a sale of a certain portion of the Davis land for a station. A resolution was then passed, authorizing the President to purchase the necessary lands at £50 per acre—the right of way through the remainder of the property being given free. On the 8th of February, 1854, an agreement had been entered into with the Councils of Simcoe and Windham, whereby a joint station was to be located on the Windham side of Simcoe, and within its limits. The reason a new line was run about October 1854, was on account of the difficulty of dealing with Mr. Ritchie. The Board had received an application from Messrs. Van Norman and Kent. Has a report of the Chief Engineer dated 9th May, 1854; as to a change of route through Simcoe. The paper marked D annexed, is that report.

With reference to location of line at Woodstock through the eastwardly part of the town, witness states that by resolution of the Board of 15th February, 1854, the Engineers were directed to run a line through the eastwardly end of Woodstock, commencing at some point in the present located line in the Second Concession of East Oxford, running at about three or four miles from the point of the crossing of the Thames north, towards Stratford, and report to the Board at their next meeting, as to the capabilities of this route in comparison with the one

already run through the westwardly end of Woodstock. The paper marked E annexed, is the Engineer's report upon it.

On this report the Board determined to adopt the route through the east end. Witness, on the 9th of June, 1854, purchased from Mr. Birch thirteen lots adjoining of Mr. DeBlaquiere's brick-yard, for which he paid £1,375; these lots contained about 2½ acres. Mr. Hodge and Mr. Charles DeBlaquiere were parties to the purchase. Mr. DeBlaquiere subsequently purchased Hodge's and Charles DeBlaquiere's share for £75 each; their shares were one-fourth each. Afterwards DeBlaquiere purchased witness's share at \$8 per foot: this was on the 1st October, 1856. Property is now lower than when witness purchased. Was present at meeting of 7th February, 1855: Mr. McClenaghan was present on behalf of the Press. Mr. DeBlaquiere stated to the meeting, with reference to alleged change of contract, what follows: "He drew the attention of the Municipal representatives at the present low price per mile at which the contract had been taken, contrasting it with the ruinously high price per mile at which it was originally proposed to let it." Mr. McClenaghan, in his paper of 28th February following, in reporting this meeting, says:—

"Had there been mismanagement in the directory—had there been aught in the line adopted to create a feeling of hostility towards the Company—had their been extravagance in the contract or neglect of the trust, that might reasonably, be laid to the charge of the members of the board of Directors, we would then suppose reasons might exist to operate against that further assistance solicited."

"With a knowledge of their true position, and with a consciousness that under all circumstances every thing that was done, was done for the best, the Board of Directors called together the representatives of the various municipal bodies, and fully and freely laid before them their condition."

"At that meeting we were present. We watched narrowly the conduct of the Directors, for we confess we entertained the popular notion as to the expenditure of the funds of the company. Others, doubtless prompted by the same spirit of strict enquiry, were equally anxious. The representatives of Simcoe and Woodhouse, and the Deputy Reeve of Windham, were most pertinacious in their enquiry; and the same might be also said of the representatives of Woodstock and Norwich, Contracts, agreements, receipts, and expenditure were all thoroughly canvassed, and we believe we hazard nothing in saying that whatever were the opinions of individuals at the commencement of the conference, there was but one feeling ere the meeting broke up—that of entire satisfaction, so far as it was in the power of the Board to manage."

The meeting was unanimous in approval of Zimmerman's contract, and after Mr. DeBlaquiere had spoken, several of the Directors stated that they agreed with what he had said. Each Municipality was represented. Knows Valentine Hall; he is a grocer: knows nothing of his means.

Henry DeBlaquiere, Esq., to the question,—Did you at any time receive a sum of money and certain obligations from Mr. Zimmerman, amounting in all to \$50,000 or thereabouts, in connection with certain transactions referring to Mr. Zimmerman's contract with the Woodstock and Lake Erie Railway Company?—Witness admits that he had an interest with Mr. Zimmerman to the extent of one fifth in the Woodstock and Lake Erie and its extensions, and that he, at various times, received from Mr. Zimmerman sums of money, partly on account of the profits of the contract, the balance under an agreement made with him in 1855, cancelling witness's interest in said contract, the last obligations connected with which were paid on the 26th July, 1856, as shewn by a receipt setting forth the assignment to him, and now in possession of his estate. In all, these moneys and

obligations amounted to \$50,650, which he stated about \$24,000 was witness's one fifth of the profits of the work already done. Zimmerman's reasons for requiring witness to give up his interest were given him about the time of the first negotiations with the Municipality, and were to the effect that the arrangements were such as would require the unfettered control of the whole contract. Witness also admits receiving from Mr. Isaac Buchanan \$100,000. Received this for complying with Mr. Buchanan's proposition as set forth in the correspondence of Mr. Van Voorhis and Buchanan. Mr. Buchanan having on his part agreed to assume the entire responsibility on behalf of the Great Western of all the indebtedness of the Woodstock and Lake Erie Railway, and fulfil the conditions of the bonds given by the Directors to the Municipalities, as embodied in a letter addressed by him to the Directors before becoming a member of the Board. None of the other Directors or shareholders shared with witness in this \$100,000. The other stockholders transferred their stock, some of them to witness, before this transaction, others to Buchanan's nominees, after it. Mr. Farmer, Mr. McQueen, Mr. Vansittart, Mr. Smart were those who transferred to witness. Witness paid them for this transferring to him 10 per cent. on their stock. That was the only consideration they received. Witness always held control of the stock in his own name. Mr. Farmer was aware of the negotiation while it was going on. Mr. McQueen had come into the Board shortly before with the understanding that he was to retire when the Directors with whom he was considered to be personally liable on his original stock subscription deemed it advisable he should do so. The Young brickyard witness purchased on the 1st of January, 1853, for £970, besides £80 he paid for fencing and £50 paid for improving it. Sold $6\frac{3}{10}$ acres for £5,250 in May, 1854, on a valuation based on sales of property made in the immediate vicinity of the property sold by him and connected with it.

C.

Know all men by these presents that a certain agreement, entered into on the 21st day of October last between Robert W. Davis and Henry DeBlaquiere, for the sale to the said Henry DeBlaquiere by Robert W. Davis of part of lots Nos. 1 and 2 in the 14th concession in the Township of Windham, has this day been cancelled and annulled by mutual consent, the said Henry DeBlaquiere forfeits the first payment of twenty-five pounds made by him and all liabilities and obligations on either side, in respect of said agreement ceased between said parties, to as full an extent as if the same had never existed.

In witness whereof the parties hereto have set their hands and seals, at Rowan Mills, this 14th day of December A. D., 1853.

In presence of

DUNCAN CLARK.

ROBERT W. DAVIS.
HENRY DE BLAQUIERE.

D.

TABLE OF GRADES, OLD ROUTE.

From Station.	To Station.	Length in feet.	Ascends.	Descends.	Rate per mile.	Total ascent and descent.	Remarks.
1673x69	1694x50	2081		16.64	42.24	16.64	
1694x50	1725	3050			Level.		
1725	1750	2500	10.		21.12	10.00	
1750	1772	2200	15.40		36.96	15.40	
1772	1792x50	2050		6.56	16.89	6.56	
1792x50	1796	350	2.94		Level.		
1796	1810	1400	2.94		11.98	2.94	
1810	1830	2000		2.20	5.80	2.20	
		15631				53.74	

TABLE OF GRADES, NEW ROUTE, (*Grade in blue on profile.*)

From	To	Length.	Ascends.	Descends.	Per mile.	Total.	Remarks.
1664x99	1690	2500		12.20	25.76	12.20	
1690	1695	500			Level.		
1695	1712	1700	6.92		25.45	6.92	
1712	1733	2100			Level.		
1733	1770	3700		12.92	18.43	12.92	
1770	1790	2000			Level.		
1790	1827	3700	22.00		31.46	22.00	
1827	1830	300			Level.		
		16500				54.04	

LINEAR ARRANGEMENT, OLD ROUTE.

From Station.	To Station.	Length in feet.	Course.	Radius of Curve.	Total Deg.
1673x69	1706	3231	N 64° 50' W	1637	29° 50'
1706	1714	800			
1714	1778	6400	N 35° W	3820	42°
1778	1807	2900		3820	84°
1807	1830x32	2332			
					105° 50'

LINEAR ARRANGEMENT, NEW ROUTE.

From Station.	To Station.	Length in feet.	Course.	Radius of Curve.	Total Deg.
1644x99	1695x99	3100		4000	50° 0'
1695x99	1722	2601	N 14° 50' W		
1722	1741	1900		2000	54° 40'
1741	1807	6600	N 69° 30' W		
1807	1825	1800		4000	26° 30'
1825	1830x32	532	N 43° W		
		16533			131° 10'

ENGINEER DEPARTMENT,

Woodstock and Lake Erie Railway and Harbour Company,

WOODSTOCK, May 9th, 1854.

To the President and Directors of the Woodstock and Lake Erie Railway and Harbour Company.

In accordance with instructions communicated to the resident Engineer by the Secretary of the Company, under date of 15th April, the grading upon that portion of the line of your Railway between Stations 1673 \times 69 and 1830 \times 32, through the Town of Simcoe, has been discontinued, and a new route, passing through or "skirting Simcoe on the South West," has been surveyed, and I beg leave to report upon the same as follows, and to submit the following profile, table of grades, and lineal arrangement in connection with the same, designating the lines as the "old route" and the "new route"

The new route is shewn on the map by a heavy line in red tint diverging from the old line on Lot No. 14 in the second concession of Windham, and again intersecting it on Lot No. 4 in the fourth concession of Woodhouse.

The new route is 873 feet longer than the old. By using grades that are practically the same in working the road, the amount or quantity of work will be about the same upon either route, but the character of the work will be materially changed, as will be seen by the following letter from the contractors, to wit :

[COPY.]

WOODSTOCK, 4th May, 1854.

SIR:—In answer to your favour of this date in regard to the contemplated change of line at Simcoe, we beg leave to say that we have no objection to its being done on condition that the Company pay us for the work already done, viz : one third of a mile of grading on the present line, and any extra price we may be required to pay our sub-contractors for excavation on the new line in consequence of its increased length of haul, which from a careful examination of the profile will be an average haul of about 4000 feet in about 60,000 yards, which is worth at least say ten cents per yard, and on which amount and price we are willing to compute the same. The Company to allow us for the additional length of the new line at the same rate per mile as the balance of the line under the contract. The Company of course to pay any damage that may have occurred to the sub-contractors in consequence of the suspension of the work during the pendency of the contemplated change.

Very respectfully
your obedient servants,

SAML. ZIMMERMAN & CO.

R. G. Benedict, Esq., Chief Engineer,
Woodstock & Lake Erie Railway & H. Co.,

Estimating the cost upon this basis, which I consider reasonable and fair, the new route will cost more than the old one, as follows :

For $\frac{1}{3}$ of mile of grading as per contract,.....	\$4000
“ additional length of line,.....	4629
“ extra haul,.....	6000

 \$14,629

Besides this tangible amount, another, in my opinion, more important question should enter into the comparison of the relative merits of the routes, and should not

be overlooked by your Board in arriving at a conclusion as to the most advantageous route for your adoption, which is, in looking forward to an extension of your road East and West as forming a portion of the Great Southern Railway line from the Suspension Bridge to Malden, connecting with the Michigan Southern Rail Road at the latter point, and the numerous roads now built and terminating at the former.

There can hardly be a doubt at the present time that this great line through Canada will be chartered and built within a year or two, and as the value and importance of it, is entirely dependent upon its power to compete with its rival on the South shore of Lake Erie, or in other words upon its grades and lineal arrangement, whereby the rate of speed is governed or controlled, it should be the first object of your Board so to locate that portion of it covered by your charter that any future survey or examination cannot make it desirable to adopt another route.

Having this object in view, I have revised and modified the grades and lines from Otterville to the intersection of the Dunnville route near Simcoe, several times, and thereby increased the amount of work very materially since the preliminary estimates. The change of route contemplated through Simcoe, besides increasing the distance makes it necessary to run the line through the, and upon one of the streets of that town to avoid heavy land damages, which is very objectionable in a road when speed is of prime importance, not merely from the liability to accidents and the loss of time, which cannot be avoided in such a location, but from the disposition that is in all cases manifested to annoy, restrict and extort from any company so situated by Municipal Councils; in fact it has now become a settled point with engineers who have experience in those matters never to occupy a highway or street with their line of road unless an absolute necessity exists, neither is it clear by any means that the Company have the power to occupy a street unless some important engineering difficulty prevents their finding a line elsewhere. The counsel of the London and Port Stanley Railway, Mr. Galt, has given his opinion within the last fortnight to that Company that they had not the power under the Act to occupy one of the streets of London without they could shew by their engineer that a necessity existed for so doing, and as the same gentleman is Counsel for your company, he would most undoubtedly say the same in this case.

After a careful examination and consideration of all the circumstances and points, as your Engineer, I should decidedly recommend that the route should not be changed, even should the amount on the old line somewhat exceed that on the new.

All of which is most respectfully submitted.

ROSWELL G. BENEDICT,

Chief Engineer,

W. & L. E. R. & H. Co.

E.

To Messrs. A. A. Farmer,
Edmund Deedes, and
Hugh C. Barwick.

Committee to decide upon station grounds at Woodstock.

GENTLEMEN,—I herewith submit a comparative estimate of the cost of the two lines, designated the "East" and "West" from the diverging point in the main line on lot number 19 in the second concession of the Township of east Oxford to the west side of Dundas Street in the Town of Woodstock, including the grading of the station grounds on both routes as represented on the map accompanying.

West route.

153,738 yards excavation.....	at 25 cts.	\$38,434 50
1,800 feet additional length of superstructure...	at \$10,400 per mile	3,545 00
200 rods of fence additional.....	at \$1	200 00
		<hr/>
		\$42,179 50

East route.

65,062 yards excavation.....	at 25 cts.	\$16,265 00
		<hr/>
		\$25,914 00

leaving a balance in favor of the east line of \$25,914. To this difference in cost should be added the expense of working and keeping in repair 1800 feet of road, amounting yearly to the sum of \$300, or an increase in cost of \$5000 making the total difference \$30,914.

Without taking into account the increased expense of constructing and working, I consider the east route the proper and most preferable one for the station or depot of the Company at Woodstock, for the following reasons:

The west route in approaching the track of the Great Western Railway from the north and south is concealed by the bank on either side of the excavation of the latter road, and a train leaving the station of the Great Western Road going west could not see one entering or leaving the proposed station grounds of the Woodstock and Lake Erie road in time to prevent a collision.

Owing to the grade of the Great Western Railway at this point descending towards Cedar Creek immediately after leaving the Freight house of that Company, it would be still more difficult to prevent accidents and in my opinion forms one of the principal objections to the West route, which is agreed in by Mr. Reid, Division Engineer of the Great Western Railway with whom I passed over both lines, and who unhesitatingly gave his opinion in favor of the East route over the West without the knowledge of their comparative cost.

The position of the grounds on the East route is much in their favor, as they can be approached on both sides, and from Dundas street easily, without heavy expense in forming streets, which is not the case in the west, and so far as the general prosperity of the Town is concerned, I do not know of any point that could be selected to subserve it better.

Respectfully submitted.

ROSWELL G. BENEDICT,
Chief Engineer.

Engineer Department,
Woodstock and Lake Erie Railway and Harbour Co.,
Woodstock May 31st, 1854.

STATEMENT

Detailed Statement of the payments made by the Woodstock and

Date.	Right of way.	Port Dover Harbour, purchase.	Port Dover Harbour, repairs.	Engineering.	Col. Light's Account.	Construction account paid Contractors.	Construction on Account.	Salaries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1853—April				32 16 10				
do May								
do June		502 14 3						
do July				455 12 6				
do August				75 0 0				25 2 6
do September		4590 0 0		440 9 11				
do October				452 11 3				
do November		561 18 1		373 11 9				
do December	600 0 0			326 11 6				26 10 0
1854—January	505 1 6			346 12 11				76 0 0
do February	500 0 0			383 15 0				240 0 0
do March	2115 15 0			432 18 7				41 13 6
do April	1350 0 0			399 2 10		1000 0 0		65 13 6
do May	12255 16 6		135 17 6	446 3 11		2375 0 0		61 13 6
do June	3200 0 0		157 8 11	488 12 10	1400 0 0	5180 0 0		78 11 0
do July	3313 15 0		299 19 7	319 15 8		12020 8 0		41 13 6
do August	13 15 0		448 13 0	456 16 7		18154 8 0		81 13 6
do September				350 0 0		13914 14 0		51 13 6
do October			625 0 0	200 0 0		2000 0 0		80 0 0
do November			465 5 8	300 0 0				111 5 0
do December	826 11 6		249 17 0	125 0 0				
1855—January				85 0 0				50 0 0
do February	5 0 0			250 0 0				60 0 0
do March	105 0 0			200 0 0				
do April				6 12 6				250 0 0
do May	425 0 0		137 10 0	191 10 0	84 0 0			12 0 0
do June	10 0 0		86 18 9	52 7 6		25 0 0		15 0 0
do July				233 7 6		25 0 0		
do August	400 15 0					40 16 2		200 0 0
do September	125 2 6			115 0 0				275 13 4
do October				100 0 0				41 13 4
do November								41 13 4
do December								41 13 4
	25751 12 0	5654 12 4	2604 10 5	7639 9 7	1484 0 0	40699 1 2	40060 10 4	1968 3 4

A. A.

Lake Erie Railway and Harbour Company, to 31st December, 1855.

Law account.	Discount.	Printing, Stationery, and Advertising.	Directors' allowance.	Parliamentary expenses.	Travelling and incidental.	Interest.	Observations.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
		17 19 0			60 3 5		
		4 10 0			27 2 6		
					25 15 3		
					14 0 3		
		22 0 11			2 1 9		
4 5 0							
	354 19 3	5 13 8			45 5 7		
		7 1 3			59 6 3		
1 5 0		10 19 0			18 1 2		
15 0 0		13 6 0	71 14 0		93 18 11		
		25 0 0			74 10 11		
		25 0 0			30 0 0		
40 0 0		32 14 0	28 15 0		45 18 8		
94 15 0			25 10 0		31 7 5		
73 3 3		27 0 0			64 4 4	3453 3 0	
					139 0 11		
22 10 0		0 10 0	12 10 0		58 5 0		
					4 1 10		
					180 7 2		
	0 8 10	13 8 8			51 14 2		
					40 10 3		
					40 13 2		
		4 13 0			110 4 3		
		12 8 0			15 4 0	5159 9 8	
34 6 0			16 0 0	50 0 0	57 5 5		
10 1 3		1 0 0			54 2 0		
15 0 0					21 2 7		
			22 10 0	100 15 8	11 2 10		
			43 12 0		45 18 9		
205 0 0	27 14 3		11 0 0	50 0 0	10 19 5		
107 0 5	0 6 3	79 4 10			14 17 9		
86 13 9					29 17 1		
24 8 0		6 19 1			42 7 0		
				4 18 9			
733 4 8	383 8 7	309 12 5	231 11 0	205 14 5	1534 18 0	8612 12 8	

* £224 of this to R. N. Light.

STATEMENT No. 1.

Rough Estimate prepared by John L. Hodge, Esquire, Engineer, of Hamilton, for Valentine Hall & Co. as a specification of work on Woodstock and Lake Erie Railway.

QUANTITY.	DESCRIPTION OF WORK.	AMOUNT.
		\$
1,841,959	Yards Excavation and Embankment, at..... 25 cts.	460,490
42	Miles clearing and grubbing, at \$30 per acre.	15,120
3671	Yards first class Masonry, at..... \$12	44,052
400	Yards Brick Masonry, at..... \$12	4,800
100	Wooden Culverts or Sluices, at..... \$150	15,800
5470	Lineal feet Trestle Bridging less than 35 feet high, at \$12	65,640
1600	Do do more than 35 feet high, at \$15	24,000
1200	Truss Bridges Span of 150 feet, at..... \$30	36,000
120	Feet Swing Bridge, Welland Canal	3,600
73½	Miles superstructure Main Tract, at..... \$7500	551,250
7	Miles of siding, at..... \$9000	52,500
	Cattle Guards Road and Farm crossing, &c., &c.....	20,000
50,720	Rods Fencing, at \$1	50,720
	Depot Building, &c.....	40,000
	Locomotives and Cars	175,000
	Engineering, &c.....	100,000
1000	Acres land, at..... \$30	30,000
		\$ 1,688,972
	Add profits.....	305,172
		\$ 1,994,144

STATEMENT No. 2.

Estimate Cost of Work done by Zimmerman & Co., as paid to Sub-contractors to 31st October, 1854.

QUANTITY.	DESCRIPTION OF WORK.	AMOUNT.
		§ cts.
258°	Acres of clearing, at .....\$25	6470.50
3185	Square Rods of grubbing, at .....\$1	3185.00
370,282	Cubic yards of excavation, at..... 20 cts.	74056.40
164,635	Feet B. M., in Trestle Bridges, at .....\$25	3786.60
243,181	Do Sluices, at..... . \$18	4377.25
	Do Cattle guards .....	.....
63,812	Ties delivered, at.....28 cts.	17867.36
7675	Lineal rods of post and board fence, at.....\$1	7675.00
69	Cubic yards rock excavations, at .....\$1	69.00
5640	Posts in Holes = 4102 rods, at .....50 cts.	2820.00
1291	Holes made.....	567.80
2839	Posts—delivered, at .....20 cts.	.....
158	Rods of Posts set, at.....50 cts.	79.00
1723	Cubic yards excavations in foundation, at .....50 cts.	861.50
199,315	Feet B.M. Trestle Bridges framed not built \$18	3587.67
96,765	Do Sawn and counterhewn Timber, delivered, at \$10	967.65
56,658	Do Timber—delivered, at .....\$8	453.26
4754	Lineal feet Piles driven, at .....25 cts.	1188.50
36	Do do delivered, at .....12½ cts.	4.50
113	Fence Stakes, at 12½ cts.	14.12
		\$ 128031.11
	Currency .....£32,007 15 6	
	Estimated to Zimmerman & Co... 85,264 4 0	
	£53,256 8 6	
	10 per cent. retained 7,500 0 0	
	£45,756 8 6	

No. 3.

Copy of a letter from Mr. Benedict to Mr. Hodge, in regard to Station, &c.

Hamilton, Oct. 28th, 1843.

JOHN L. HODGE, Esq.,

MY DEAR SIR:

On our way down from Woodstock to-night, Mr. Farmer informed me that the depôt at Simcoe was fixed on the Farm of Mr. Davis, and that you had recommended it, and said that there was no other proper place for it in the vicinity of that Town, and in consequence of it Mr. DeBlaquiere and himself had purchased the farm. This is the first instance I have ever known of a depot being fixed without a consultation with the Chief Engineer, and before a line was located; but without reference to the selection, I am anxious to know how you can make it agree with the conversation we had together yesterday on that subject, when you expressly stated to me that the level grade directly in rear of Mr. Campbell's house on the opposite side of the pond was the proper place for it, and where it would accommodate the Town best; and why you recommended this location so far from the business centre of the Town, and why no mention was ever made of the conversation to me, even after I told you of the purchase of Mr. DeBlaquiere.

Yours truly,

ROWSSELL G. BENEDICT.

ABSTRACT STATEMENT of Receipts and Expenditure of the Woodstock and Lake Erie Railway, and Port Dover Harbor Company.

RECEIPTS.	From 26th August, 1853, to 6th June, 1854, inclusive.		From 7th June, 1854, to August 17th, 1855, inclusive.		TOTAL.		EXPENDITURE.		From 26th August, 1854, to 6th June, 1855, inclusive.		From 7th June, 1854, to 17th August, 1855, inclusive.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Municipal Loans	45087	10 0	99963	10 0	145051	0 0	Right of Way	17295	15 0	8273	6 6	25568	1 6	
Payments on Share Capital—650 Shares.	106	5 0	168	15 0	275	0 0	Port Dover Harbor—	6787	1 9	2470	12 11	9257	14 8	
Tolls, Dues, Rents, &c., on Port Dover Harbour	797	16 3	973	18 8	1771	14 11	Purchase and Repairs	2528	16 8	2870	9 9	5399	6 5	
Interest on Bank Account, &c.	39	2 8	655	19 10	695	2 6	Engineering Expenses, &c. ....	.....	.....	1484	0 0	1484	0 0
							Do do special, Col. Light .....	.....	.....	.....	.....	.....	.....
							Construction Account,—	22550	11 2	29069	2 0	51619	13 2	
							Paid Contractors .....	.....	.....	40060	10 4	40060	10 4
							Do do on Account	136	5 11	17	15 0	154	0 11	
							Office Furniture	603	14 6	953	5 6	1557	0 0	
							Salaries	155	5 0	551	12 4	706	17 4	
							Law Charges	354	19 3	28	3 1	383	2 4	
							Discount	162	11 4	108	17 5	271	8 9	
							Printing, Stationery and Advertising.	586	10 5	1294	11 0	1791	1 5	
							Travelling and incidental Expenses ..	.....	.....	8612	12 8	8612	12 8
							Interest on Municipal Loans .....	.....	.....	.....	.....	.....	.....
								£ 50161	11 0	95703	18 6	145865	9 6	
							Balance Bank of Montreal .....	.....	.....	1540	5 1	1927	7 11
							Cash on hand .....	.....	.....	387	2 10	147792	17 5
										

Certified to be correct,

Q. K. MCKENDRICK, } Auditors.
 THOMAS S. SIMONS, }

Hamilton, 20th August, 1855.

BALANCE SHEET REFERRED TO IN EVIDENCE OF Mr. HODGE.
STATEMENT of Receipts and Expenditure of the Woodstock and Lake Erie Rail
way and Harbour Company.

R E C E I P T S .	£ s. d.	£ s. d.
MUNICIPAL LOANS.		
Town of Woodstock	25000 0 0	
Township of Norwich	50000 0 0	
Township of Windham	25000 0 0	
Town of Simcoe	25000 0 0	
Township of Woodhouse	20000 0 0	
	145000 0 0	
Interest from Bank Deposits		648 9 10
Tolls, Port Dover Harbour to 31st October	1381 10 10	
Less Due Light House Keeper, do	12 10 0	
	1369 0 10	
Stock Calls Paid		125 0 0
		147142 10 8
E X P E N D I T U R E .		
P O R T D O V E R H A R B O U R .		
Paid Government	560 10 0	
Paid Purchase to White & Cotton	5092 14 0	
Paid on account of new Works	2380 1 9	
		8033 5 9
C O N T R A C T O R S .		
Estimates to 1st November, 1854	£85,264 4 0	
Deduct Percentage	7,500 0 0	
	77764 4 0	
Engineers Department	6520 16 0	
Interest on Municipal Loan to 1st January, 1855, inclusive	8603 1 0	
		92888 1 0
R I G H T O F W A Y .		
Including 60 acres of Station Ground, Warehouse at Dover, &c.		24983 17 0
Law expenses		202 18 8
Interest on advance account		854 19 8
Directors, attending meeting, including mileage		138 9 0
Secretary and Treasurers' Office, Salaries		467 1 6
Colonel Light's special payment		1400 0 0
Incidental, including preliminary, parliamentary and travelling expenses, Printing, Stationery, Advertising, Taxes, Office rents, Furniture, &c		1893 10 0
Balance		16780 8 11
		£ 147142 10 8

Treasurer's Office,
W. and L. E. Railway Company,
Woodstock, 7th February, 1855.

STATEMENT of Liabilities and Assets of the Woodstock and Lake Erie Railway
and Harbour Company.

ASSETS.		£	s.	d.	£	s.	d.
Balance					16780	8	11
Contractors Loan					12500	0	0
					£ 29280	8	11
LIABILITIES.							
PORT DOVER HARBOUR.							
Due Government		6840	0	0			
Due Contractors on new Work		236	13	3			
					7076	13	3
Engineer's Department					500	19	5
RIGHT OF WAY.							
Woodstock		1771	0	0			
East Oxford			8	15	0		
Windham		778	10	0			
Norwich		419	17	6			
Woodhouse		249	0	0			
Port Dover		3721	10	0			
Law Expenses, including Title Deeds, Arbitration Expenses, Right of way, Contracts, &c., &c.					6948	12	6
Directors Allowance to 1st January, 1855					799	4	5
Secretary and Treasurer's Office, Salaries					47	10	0
Incidental,—Balance due on the former account, as mentioned					316	5	6
Total available Balance					592	17	6
					12998	6	4
					£ 29280	8	11

Treasurer's Office,
W. and Lake Erie Railway Company,
Woodstock, 7th February, 1857.

TORONTO:

PRINTED BY JOHN LOVELL, YONGE STREET.

*Proceedings of Standing Committee on Railroads, &c.,
in relation to the Great Southern Railway.*

MINUTES OF EVIDENCE.

Thursday, 7th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

HON. SIR ALLAN MACNAB, BART., CHAIRMAN.

MR. BELLINGHAM,
MR. BOWES,
MR. BROWN,
MR. BUREAU,
HON. MR. Atty. Gen. CARTIER,
HON. MR. CAUCHON,
MR. CHRISTIE,
MR. CLARKE,
MR. DALY,
MR. A. A. DORION,
MR. FOLEY,
HON. MR. LEMIEUX,
HON. MR. Atty. Gen. MACDONALD,
MR. MONGENAIS,
MR. ANGUS MORRISON,
HON. MR. JOSEPH C. MORRISON,
MR. PAPIN,
MR. RANKIN,
MR. SINARD,
HON. MR. SPENCE,
MR. WHITNEY, and
MR. WILSON.

The Committee took into their consideration Bill (No. 253) to incorporate the Great Southern Railway Company.

The *Preamble* being read,

Arthur Rankin, Esq., (a Member of the Committee,) appeared and addressed the Committee in support of the same, and prayed the Committee to be heard by Counsel, on the part of the Petitioners for the Bill.

Ordered, That Counsel be heard.

John O'Connor and *Frank Powell*, Esquires, appeared as Counsel on the part of the promoters of the Bill.

William Sladden, Esq., (Parliamentary Agent,) appeared on the part of certain Petitioners against the Bill, and prayed to be heard by Counsel.

Ordered, That Counsel be heard for Petitioners against the Bill.

Henry Eccles, Esq., Q. C., as Counsel for Isaac Buchanan and others, appeared and addressed the Committee, in opposition to the said Preamble.

Skeffington Connor, Esq., Q. C., also appeared on the part of other Petitioners against the Bill.

Alexander MacDonell, Esq., called in and Examined;

[By Counsel against the Bill.]

Ques. 1. Are you a Solicitor in Chancery, and have you been engaged in and suits respecting the Amherstburgh and St. Thomas Railway Company, if so state what has been done?—*Ans.* I am a Solicitor in Chancery, and have filed a Bill in the name of the Amherstburgh and St. Thomas Railway Company against Wallace and others; I got my instructions from Mr. O'Reilly, of Hamilton, acting on behalf of the late Mr. Zimmerman, and parties interested in one of the Boards of Direction. It is stated in the Bill, and I understood the fact to be so, that the suit was authorised by the Board of Directors, with which Mr. Zimmerman was connected, and also by the Provisional Directors. The main object of the Bill is to set aside the election of Directors, of the Board of which Wallace was one of the parties, who have all put in answers to the Bill, I think after the return of Mr. Zimmerman from England.

(Here Witness withdrew, with an instruction from the Committee to hand in his reply to the question in writing.)

The Committee deliberated and adjourned until 11 o'clock A. M. to-morrow.

Friday, 8th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

HON. SIR ALLAN NAPIER MACNAB, BART., CHAIRMAN.

MR. BELLINGHAM,

MR. BOWES,

MR. BUREAU,

MR. CHRISTIE,

MR. CLARKE,

MR. FOLEY,

MR. MONGENAIS,
 MR. ANGUS MORRISON,
 HON. MR. JOSEPH C. MORRISON,
 MR. PAPIN,
 MR. RANKIN,
 HON. MR. ROBINSON,
 MR. SIMARD,
 MR. JAMES SMITH,
 HON. MR. SPENCE,
 MR. WHITNEY, and
 MR. WILSON.

The Committee resumed the consideration of Bill (No. 253) to incorporate the Great Southern Railway Company.

On motion of Hon. Mr. *Morrison*,

Ordered, That for the convenience of the Members of the Railroad Committee, the evidence shall be taken by a Sub-Committee, consisting at least of four Members, to sit from day to day between the hours of 10 and 2 o'clock. All disputed points on the part of the promoters or opponents of the Bill to be reserved for the full Committee.

John H. Greer, Esq., called in and Examined.

[By Counsel against the Bill.]

Ques. 2. Are you acquainted with Mr. Buchanan and Mr. Rankin?—*Ans.* Yes.

Ques. 3. Did you at any time last year hold any communication between these gentlemen in respect to the Amherstburgh and St. Thomas Railway?—*Ans.* I did.

Ques. 4. At what time were those communications held, and what position did Mr. Rankin then hold in the Company?—*Ans.* It was between the 25th July and the 1st August; he was one of the Provisional Directors.

Ques. 5. Where did you meet Mr. Rankin?—*Ans.* I met him at Windsor.

Ques. 6. What was the occasion of your going to Mr. Rankin, and by whose directions did you go?—*Ans.* I went there on the occasion of enlisting his goodwill and services for the Great Western Railway, and at the instance of Mr. Buchanan.

Ques. 7. What took place when you so met him?—*Ans.* I first said to Mr. Rankin that I had come to see him on Railroad business from Mr. Buchanan; of course he was aware that there were important movements, and that he (Mr. Buchanan) would be desirous of his co-operation with him. I then asked him in what position he stood as regarded the opposite party to us, if he

were disentangled from Mr. Zimmerman and free to act with us. His answer was yes, that he was. I then reiterated that Mr. Buchanan would be very much pleased, as well as the friends of the Great Western Railway, if he would co-operate with him, and that that gentleman had sent me to him, he being one of the original promoters of the scheme of the Southern Road, that in a remunerative point of view he would be placed on as favorable a footing as other gentlemen who were similarly situated. Mr. Rankin naturally wished to know what that meant, I told him that there would be a fund accruing from two millions of stock, which would produce to Mr. Rankin something like £5,000. Mr. Rankin looked upon that proposition, I might say, with contempt; he looked to a different state of things altogether than a paltry £5,000; his object was to obtain a contract for the construction of a portion of the road, which ought to yield him £30,000 or £40,000. Mr. Rankin remarked that he considered, under the circumstances, that he was as well entitled to such favors as foreigners. I then said I had not any doubt on my mind that Mr. Buchanan and his friends would have pleasure in furthering his views in that respect as far as in their power lay, but at that stage of the business they could not talk on the matter of contracts. I then found it impracticable to accomplish the object of my mission or any part thereof, and mentioning to Mr. Rankin that I might shortly see him again, we parted.

Ques. 8. Did you then communicate with Mr. Buchanan — *Ans.* I then returned to Hamilton and orally communicated to Mr. Buchanan the result of my interview with Mr. Rankin, and which was as heretofore stated.

Ques. 9. Did you again meet Mr. Rankin. If so, when and where, and at whose request? — *Ans.* I again waited upon Mr. Rankin at his own locality, Sandwich, on the 1st of August, by request of Mr. Buchanan.

Ques. 10. What took place at your second interview with Mr. Rankin? — *Ans.* I told him that I had again waited upon him at the request of Mr. Buchanan, to endeavor to obtain his co-operation, and hoped that something could be done. Mr. Rankin said that he thought something might be done; there existed a matter of dispute between the Great Western Railway and himself concerning the sale of a water-lot on the Company's Depot at Windsor. I said as I was ignorant of the facts of the dispute I wished he would explain them to me. Mr. Rankin then said that he had sold the Company the said lot at a price that was very dissatisfactory to him. That he had endeavored through the Courts of Law, I think, on two occasions to dissolve the bargain, in vain. Mr. Rankin then added as a proposition, that if the Company would cancel that purchase and leave the value of the lot to arbitration, he would be content and meet our views as originally proposed. I then said that I thought I could take upon myself to settle it as it could not involve a large sum, probably not more than £500 or £600. Mr. Rankin demurred to that proposition on my part, and added that the arbitration was what he wanted. I then said, as I was very anxious to further the closing of the matter, I would telegraph Mr. Buchanan on the subject. I accordingly wrote a telegraph at that time in Mr. Rankin's

presence and which I read to him, to Mr. Buchanan at Hamilton, and which is as follows :

Windsor, August 2nd, 1856.

Isaac Buchanan, Esq.,
Hamilton.

An unsettled old sore exists between Company and Mr. Rankin about 403 feet front on the depot ground now in their use, Lot No. 86 : Mr. Rankin is perfectly willing to submit this matter to arbitration in the usual way ; an acquiescence will dispel all hostility and secure the entire friendship of Mr. Rankin. I strongly recommend the adoption of this course.

Answer me as soon as possible with authority to close.

(Signed,) JOHN H. GREER.

Ques. 11. What answer did you receive from Mr. Buchanan, and did you communicate the same to Mr. Rankin ?—*Ans.* I received Mr. Buchanan's reply on my departure for Hamilton, and which was :

" Hamilton, 2nd August, 1856.

" John H. Greer,
" Windsor.

" I shall get the Railway to re-consider Mr. Rankin's case, on condition that no sum over £500 be claimed.

(Signed,) " ISAAC BUCHANAN."

The above telegraph I mailed at Windsor for Mr. Rankin, with the following letter :

" Windsor, 2nd August, 1856.

" A. Rankin, Esq.,
" Windsor.

" My dear Sir,—As I am not sufficiently acquainted with the actual position of your case I cannot urge you, but trust the offer is such as you can accept of, in order to have the vexed question set at rest, and this once done the bone of contention is removed, and most particular care, you may rely upon it, to deal with you otherwise in a way that must render you satisfaction, and to feel and know that you have been liberally and suitably acknowledged in the great South-western project, will be scrupulously observed, I therefore trust you will feel yourself justified in acceding to Mr. Buchanan's proposition, and that you will have the bond made out and sent down on Monday for ratification. In any case let me hear fully from you on Monday morning.

" In haste, yours sincerely,
" JOHN H. GREER."

The following telegraph I received at Hamilton previous to my departure for Windsor on this occasion, and which I should have mentioned sooner :—

“ Windsor, 1st August, 1856.

“ John H. Greer,

“ Hamilton.

“ Have got the Amherstburgh Book ; if you choose to come up I
“ will talk to you.

“ A. RANKIN.”

On Monday morning early I sent the following telegraph :—

“ Hamilton, 4th August, 1856.

“ To A. Rankin, Esq.,

“ Windsor.

“ Mr. Buchanan was unacquainted with transactions. I am
authorized to inform you that the matter may be settled according to my telegraph
to Mr. Buchanan on Saturday, which I read to you. In general matters Mr.
Buchanan will be proud to act with you cordially and confidentially.

(Signed,)

“ JOHN H. GREER.”

The same day (subsequently) I received the following telegraph from Mr. Rankin :

“ Windsor, 4th August, 1856.

“ To John H. Greer, Esq.

“ Nothing but bond to arbitrate, under seal of Company, without
condition as to price demanded, will do.

“ A. RANKIN.”

Ques. 12. Had you any further correspondence with Mr. Rankin?—*Ans.*
No ; that closed Mr. Rankin's correspondence and mine on the subject.

Ques. 13. When did you next see Mr. Rankin?—*Ans.* At Amherstburgh, on
the 7th August.

Ques. 14. State what then took place between you?—*Ans.* I had no busi-
ness interview with him on that day.

Ques. 15. What took you to Amherstburgh that day?—*Ans.* I went there for
the purpose of being present at the election of Directors of the Amherstburgh
and St. Thomas Railway.

Ques. 16. State what took place that day?—*Ans.* On the morning of that
day hand bills were issued by us that a meeting of Shareholders would take
place at noon, at the Town Hall, for the purpose of electing a Board of Di-
rectors. Copies of said hand bills were delivered by myself to the four
provisional Directors, viz. : Messrs. Rankin, Larwill, Southwick and Mc-
Beth, who were considered to compose the conflicting interests. At noon
the meeting was held, and a Board of Directors chosen, consisting of the
following gentlemen :—John McLeod, Walter Wallace, Joseph B. Berthelot,
William Duff, Theodore J. Parke, John G. Kolfage, James Dunbar, John
W. Ridsdale, and Peter Menzies, after which John McLeod, Esq., was appointed
President, and Theodore J. Park, Vice-President of the said Board of Directors.

And then he withdrew.

Adjourned until to-morrow at 10 o'clock, A.M.

Saturday, 9th May, 1857.

SUB-COMMITTEE MET.

MEMBERS PRESENT :

MR. BELLINGHAM,
MR. BOWES,
MR. BUREAU,
MR. CLARKE,
HON. MR. JOSEPH C. MORRISON, and
MR. RANKIN.

Isaac Buchanan, Esq., called in and Examined ;

[By Counsel against the Bill.]

Ques. 17. How did you become connected with the chartered Companies forming the Southern Chain of Railways, and with what object?—*Ans.* I got hold of the Stock of the Great Southern Railways to offer *pro-rata* to the Shareholders of the Great Western Company. I had been associated and working for the Great Western since its commencement, or eleven years ago, having moved the first resolution at the meeting originating it in 1845. I felt my interest and those of Hamilton identical with the Great Western Railway. Those co-operating with me had for many years objected to the construction of the Southern Road until the success of the Great Western Railway was secured. We had done this for the single reason that the Great Western Line was the best for the interior of Canada, and would never have been built if not built before the Southern Line which clearly is the best *through* route. The time had come when we had given up the feeling that with justice we could oppose the construction of the second line. This fact was yielded publicly by our application for a Charter to build a second track on the Great Western Line; for this second track the money was ready in London, and my movement in connection with the Chartered Companies forming the Southern chain of Railways had the simple object of getting for the Shareholders of the Great Western Railway, the option or privilege of building their second track along the vastly more favorable line of the Southern Railway, instead of along the present circuitous and difficult line of the Great Western Railway. Mr. Harris, my partner, then President of the Line, was then in England, and from my long connexion with the Company, and having been a Director, it was thought that I was the natural party to move. I had the concurrence of all the Directors of the Great Western in Canada except Mr. Bridges. I had no object of personal profit; and any advantage which could be derived from purchasing lands at the various stations along the line, or any balance remaining which might be made of the two and a-half per cent. which had been laid aside for premiums to be given to the original promoters, or parties controlling the charters, were all to be applied to create a fund for annuities and other reliefs to the decayed or distressed employées of the Railroad; this fact is known to many parties outside the Great Western Railway, and among the rest to Mr. J. W. Keating, one of the petitioners for the

Great Southern Railway Charter now before the Committee. Mr. J. W. Keating was at that time engaged in the purchase, for the Great Western Railway, of station grounds on the Sarnia Branch, and was expected to be employed in the same duty along the Southern Line which led him into a knowledge of the views of Mr. Radcliff, the Vice-President of the Great Western, and of myself.

Ques. 18. How did you propose to effect that object as to the Eastern and Western lines?—*Ans.* The capital of the Western end was £1,000,000 currency, and the capital of the Eastern end was the same amount. We proposed to amalgamate the Eastern and Western Charters. The Acts of 18 Vic., chap. 179, and the 19 Vic., chap. 74, and the 18 Vic., chap. 183, provided for an amalgamation of these two charters with the object of forming one entire chain of Railway to constitute a through Southern Line. The Municipalities mentioned in the Act 19 Vic., chap. 74, passed last Session, have passed By-laws to carry out provisions of said amalgamation, and the Boards of Directors in the Companies formed under both the Eastern and Western Charters have passed amalgamation agreement. Serious difficulty was for some time experienced in arranging the amalgamation arising out of the rival pretensions to the Presidency of Mr. Rankin and Mr. McLeod, who severally represented two rival Boards, elected under the Charter of the Amherstburgh and St. Thomas Railway. The late Mr. Zimmerman and I eventually fell upon a plan to get quit of this. We arranged that the Directors of the Woodstock and Lake Erie or Eastern link of the chain should pass the amalgamation agreement, and that this should be accepted and passed by both the rival Western Boards, thus giving no pre-eminence to either.

Ques. 19. Did you directly or indirectly reserve to yourself any interest?—*Ans.* I have answered this question before. I again repeat that in no way whatever did I expect to receive any personal advantage in connexion with the possession of these Charters, and that as a matter of fact I have received no such advantage.

Ques. 20. Did you ever offer Mr. Rankin fifty thousand pounds to secure his interest in promoting your views?—*Ans.* The only approach to such a thing was that he asked for a contract and that I said that no doubt the friends of the Great Western Railway, if we built the line, would have or receive a preference of the contract, he asked what I supposed Mr. Zimmerman would make by the contract of which we had given him a preference on the fifty miles of the Sarnia Branch of the Great Western Railway, Mr. Rankin repeated that he desired a contract; I said that I would introduce him to a practical contractor, who I had no doubt would co-operate with him, and through whom I had no doubt such an amount could be secured of him. I think I said the Company would do every thing they could to make the arrangement as secure as possible for Mr. Rankin, and with the concurrence of the contractor alluded to, with whom he was to be connected, might stop from each payment a certain per centage. Mr. Rankin said that he did not wish any such arrangement, for that he desired to be a party to any contract in the ordinary way having all the risks as well as all the profits of a contractor. The other contractor alluded to was the only one who had been

spoken to about the preference of a contract, and except with Mr. Rankin, such an agreement has not been entertained with any other person, the services of this other contractor, were that he had arranged to get the Great Western Railway, the control of the Eastern Charter, a thing necessary to be accomplished before we took the responsibility of acquiring the million of pounds of stock, created by the Charter of the Amherstburgh and St. Thomas Company. The agreement with this gentleman, with whom I supposed Mr. Rankin would be associated as a sub-contractor, will be the best means of explaining the agreement which I proposed on behalf of the Great Western Railway, to have with Mr. Rankin. The agreement with this contractor Mr. J. B. VanVoorhis, is thus alluded to in my agreement made in England with Messrs. Samuel Zimmerman and George Wythes, by which it was arranged that in consideration of my transferring to them all my interest in both the Eastern and Western links of this Southern Railway Chain, I should get the moneys outlayed by me returned, during the progress of the roads' construction and the agreements I had made with others carried out. "And whereas the said Isaac Buchanan has engaged to give J. B. VanVoorhis a preference to make 35 miles of the Woodstock and Lake Erie Railway, not including superstructure, providing no other person shall be willing to undertake the same on lower terms." "Now this agreement witnesseth that the said Samuel Zimmerman and George Wythes shall give J. B. VanVoorhis preference of a contract for the construction of 35 miles of the Woodstock and Lake Erie section of the amalgamated line, not including superstructure, provided the said Samuel Zimmerman and George Wythes cannot enter into a more advantageous arrangement with other parties." There was no idea of giving Mr. Rankin a greater price than any other respectable contractor, the contract proposed was in fact a thing whose only value consisted in the contractor being in the hands of friends bound in honor to give him a contract at fair prices even although other parties knowing of this arrangement might try to get an advantage over him by tendering under the usual rates. Except what is included in the foregoing, I am not aware that any thing passed between Mr. Rankin and me which could give rise to the idea of my having the desire to bribe him to support the interest of the Great Western Railway. except that admitting as I do and have ever done, that he, like others, had promoted the charter of the Amherstburgh and St. Thomas Railway, I intimated to him as to the others my readiness to acknowledge his claims by allocating to him a fifth part of the premiums which the Great Western Shareholders were to pay, or £5,000 currency, which sum, however, he spurned as being altogether inadequate to his pretensions.

Ques. 21. What stake have you in the Railway?—Ans. I have paid for shares to the Amherstburgh and St. Thomas Railway..... £50,375 0 0
 I have paid for shares in the Woodstock and Lake Erie Railway. 25,250 0 0
 I am a Bondholder of the Woodstock and Lake Erie Railway for money, a large part of which went to pay to the Government the interest due to the Consolidated Loan Fund on £145,000 currency, borrowed by the Municipalities, and invested in the Woodstock and Lake Erie Railway..... 18,326 7 0

I have made advances to the two Companies on the faith of the amalgamation, about.....	3,000 0 0
	£96,951 7 6
I have, besides the foregoing, a responsibility to pay up the balance of shares subscribed in the Amherstburgh and St. Thomas Railway for £500,000.....	£450,000 0 0
And a responsibility to pay up shares in the Woodstock and Lake Erie Road for £2,250.....	2,000 0 0
	£548,951 7 6

From my previous evidence it must be evident that I entered into this responsibility expecting to be immediately relieved of it by the Great Western Railway. I may also mention that I have found it impossible subsequently to get relieved from it, in consequence of interruptions to the amalgamation, first from Mr. Rankin's Chancery suit, and afterwards from his personal pretensions connected with the Charters, together with the bringing in by Mr. Rankin of the present Bill for a new Charter to cover the same ground pre-occupied by Charters in my possession, which, as I have explained, I have been always ready to give over to any parties who could immediately construct the road, without any remuneration in any shape to me personally.

Of this, Mr. Morrison produced the best evidence in his explanation, when he put in to the agreement in reference to the Amherstburgh and St. Thomas and Woodstock and Lake Erie Companies, gone into in Liverpool on 26th September last, between Messrs. George Wythes and Samuel Zimmerman, and my brother, Peter Buchanan, for me. I may mention that the evils flowing from the unfortunate causes alluded to are not confined to myself, but are felt by hundreds of customers and correspondents of mine in this Province.

Ques. 22. Is the line under contract?—*Ans.* The line from the Detroit River on the west to St. Thomas is under contract, being 135 miles; the line from Simcoe to the Suspension Bridge is also under contract, being about 70 miles, and the only part of the through line which is not under contract, is the line between St. Thomas and Simcoe, being about 40 miles. There is also under contract the cross-road from Woodstock to Port Dover, about 40 miles. And upon all these contracts there has been paid to the contractors £150,000, viz: £100,000 on the Eastern end of the line, and £50,000 on the Western end of the line.

Ques. 23. Has the Hon. J. C. Morrison interfered in these matters, and what was the amount of his interference?—*Ans.* On 7th August last, the day on which the election of Directors of the Amherstburgh and St. Thomas Railway occurred, at Amherstburgh, the Hon Joseph C. Morrison appeared with his friend, Mr. Zimmermar.

Mr. Morrison was also a very old friend of mine, and he explained to me, that he felt it his duty to disregard all other considerations, and to interest himself in the

transactions then going forward, on account of his being the representative of Niagara, which is so vitally interested in the Southern line being no longer delayed. It is to Mr. Morrison subsequently being willing for the same purpose, to become President of the Southern line, about to be amalgamated under one company, that we were indebted for the amalgamation being on the eve of consummation, when Mr. Rankin's present movement alarmed the Capitalists, whom we expected to induce to subscribe £300,000, and to pay £30,000 before the 19th of this month, as directed by the Act of the Woodstock and Lake Erie Railway. I may mention that Mr. Morrison has been most anxious to see all Mr. Zimmerman's agreements fulfilled, and in connexion with Mr. Zimmerman's Trustees, was willing on behalf of Mr. Zimmerman's estate, to claim nothing in the way of prospective profit. They were willing, if Mr. Zimmerman's agreements were fulfilled, to be satisfied to give up all interest in the line on the following conditions, viz: the re-payment of Mr. Zimmerman's advances, the completion of the line to the Suspension Bridge, and the manufacture of the Railway Stock at the Niagara works, at the usual prices: I understood, therefore, that Mr. Rankin's application for the fulfillment of Mr. Zimmerman's agreement with him was viewed favorably, and was not settled in consequence of some additional claim made by him, arising out of a sub-contract, or sub-contracts which he had promised to other parties. Mr. Morrison has all along expressed himself most anxious to have Mr. Rankin satisfied, simply in deference to the late Mr. Zimmerman having made the agreement, although no man could have expressed more surprise than Mr. Morrison, on hearing after Mr. Zimmerman's death, that such an agreement existed.

Ques. 24. What has been the cause of the works on the line not being proceeded with, prior to Mr. Zimmerman's death?—*Ans.* The causes of the works on the line not being proceeded with, prior to Mr. Zimmerman's death, were the impediments thrown in his way to amalgamation; had these impediments not existed, we could have got the money to build the road in January last, in England; subsequent to that month, the money market in England has been in a declining state, and the money could not have been got. There is nothing to prevent the works being proceeded with, and immediately completed, the first moment there is an improvement in the money market in England, if the roads are amalgamated and no competing charter granted. I before mentioned the answer to this question, viz: that the impediments to amalgamation, or in other words, to the progress to the works have been the existence of the Chancery suit and the pretensions to the Presidency of the Company of the Amherstburgh and St. Thomas Railway Company of Mr. Rankin.

Ques. 25. Since his (Mr. Zimmerman's) death were negotiations renewed for the purpose of amalgamating and settling the differences of the three Boards?—*Ans.* Yes; they were renewed and were successful, and the three Boards of Directors have actually passed the amalgamation agreement, which I beg to hand into the Committee as follows:

INDENTURE OF AMALGAMATION.

THIS INDENTURE, made the Tenth day of January,* in the year of Our Lord One Thousand Eight Hundred and Fifty-Seven, between the Woodstock and Lake Erie Railway and Harbour Company, of the first part; and The Amherstburgh and Saint Thomas Railway Company of the second part.

Whereas, by the Act of the Parliament of this Province, passed in the sixteenth year of Her Majesty's Reign, entitled "An Act to empower any Railway Company whose Railway forms part of the Main Trunk Line of Railway throughout this Province, to unite with any other such Company, or purchase the property and rights of any such Company; and to repeal certain Acts therein mentioned incorporating Railway Companies," it was amongst other things enacted, that it should be lawful for any two or more of the Companies formed or to be thereafter formed, for the purpose of constructing any Railway, which should form part of the Main Trunk Line of Railway contemplated by the Legislature in passing the Act of the then last Session of the Provincial Parliament, entitled "An Act to make provision for the construction of a Main Trunk Line Railway throughout the whole length of this Province," to unite together as one Company, or for any one of such Companies to purchase and acquire the property and rights of any one or more of such Companies: And further, that it should be lawful for the Directors of any such Company as aforesaid, to agree with the Directors of any other such Company or Companies, that the Companies they respectively represent should be united as one Company, or that one of such Companies should purchase and acquire the property and rights, and take upon itself all the liabilities of the other or others; and by such agreement to fix the terms upon which such union or such purchase should take place,—the rights which the Shareholders of each Company should possess after such union or purchase, the number of Directors of the Company after such union, and who should be such Directors until the then next election—the period at which such next election should be held,—the number of votes which the Shareholders of either Company should respectively have thereat,—and the Corporate name of the Company after any such union,—the time when the agreement should take effect,—the By-laws which should apply to the united Company,—and generally to make all such conditions and stipulations touching the terms upon which such union or purchase should take place, as might be found necessary for determining the rights of the said Companies respectively, and of the Shareholders thereof, after any such union or purchase, and the mode in which the business of the Company should be managed and conducted after any such union.

And whereas, by another Act of the Parliament of this Province, passed in the sixteenth year of Her Majesty's Reign, entitled "An Act to extend the provisions of the Railway Companies Union Act to Companies whose Railways intersect the Main Trunk Line, or touch places which the said Line also touches,"

* This is the date on which it was originally, at Mr Zimmerman's request, passed by the Woodstock or Eastern Board, and sent to the Municipalities and Rate-payers for their sanction. It was assented to by both the Western Boards on the twenty-eighth day of April.

it was amongst other things enacted, that the Act passed in the then present Session of the Parliament of this Province, and entitled, "An Act to empower any Railway Company whose Railway forms part of the Main Trunk Line of Railway throughout this Province, to unite with any other such Company, or to purchase the property and rights of such Company; and to repeal certain Acts therein mentioned, incorporating Railway Companies," and all the enactments and provisions therein contained, should extend and apply to and include any Railway Company whose Railway intersects the Main Trunk Line of Railway contemplated by the Legislature in passing the Act of the then last Session of the Provincial Parliament, entitled, "An Act to make provision for the construction of a Main Trunk Line of Railway throughout the whole length of this Province," or touches any city, town, or place which the said contemplated Main Trunk Line of Railway also touches.

And whereas, by the Acts of the Parliament of this Province, passed on the thirteenth day of August, one thousand eight hundred and fifty-one, chaptered respectively seventy-three and seventy-four, the Great Western Railway is declared to be and to form part of the said Main Trunk Line of Railway: And whereas the Railways of the said Company, severally and both of them intersect the Great Western Railway, (being part of the said Main Trunk Line) and touch certain towns and places which the said part of the said Main Trunk Line also touches, that is to say, the Town of Woodstock, in the County of Oxford, and the Town of Windsor in the County of Essex:—And whereas, by another Act of the Parliament of this Province, passed on the first day of July, in the year of our Lord one thousand eight hundred and fifty-six, entitled, "An Act to amend and extend the charter of the Amherstburgh and St. Thomas Railway Company," it was amongst other things provided that the said last mentioned Company was thereby empowered to unite with any other Railway Company whose Railway should intersect that of the said Company, or should touch a place which their road should also touch, and that to such union the provisions of the said Acts firstly and secondly above referred to, should extend and apply: And whereas the Railways of the said Companies, parties thereto, intersect each other at the Town of St. Thomas, and both touch that place:

And whereas, by the Statute of the said Parliament, passed in the eighteenth year of Her Majesty's Reign, entitled, "An Act to amend the Charter of the Woodstock and Lake Erie Railway and Harbour Company," it was also enacted amongst other things, that the said Company should have power and was authorized in pursuance of any resolution to that effect adopted at a Special General Meeting of the Shareholders duly convened for that purpose, and by and with the consent of the Municipalities then or thereafter interested in the said Company as Bondholders or Shareholders, or a majority of them, signified by resolution to that effect, to amalgamate and unite with any other Railway Company in this Province, or to lease or sell their line of road or any portion thereof, and appurtenances, or the stock thereof, to any such other Railway Company, or to purchase, buy out, or lease any other such Railway Company, or the stock thereof, the whole upon such terms and conditions as should be agreed upon, which said amal-

gamation, purchase, lease or agreement, such other Railway Company was there by fully authorized to effect with the said Company upon a resolution to be adopted by the majority of the Shareholders of such other Railway Company at a Special General Meeting to be convened for that purpose, and upon the effecting of any such amalgamation, purchase, lease, or agreement, all the rights, privileges and powers of the Company so amalgamated with, leased or purchased by the said the Woodstock and Lake Erie Railway and Harbour Company, or by such other Company so amalgamated with, leased or purchased, should be merged in the said Woodstock and Lake Erie Railway and Harbour Company, or in such other Company, and should be held and applied by them the Woodstock and Lake Erie Railway and Harbour Company, in their own name or in the name of such other Company, as should be expressed in the Articles or Deed of amalgamation executed by the amalgamating Companies to all intents and purposes, as if the same had been granted originally to the said Company whose names shall be retained and expressed in such articles of amalgamation, and in addition thereto.

And whereas, by another Act of the Parliament of this Province, passed the nineteenth day of June, in the year of our Lord one thousand eight hundred and fifty-six, entitled, "An Act to amend the Act of Incorporation of the Woodstock and Lake Erie Railway and Harbour Company," it was further provided amongst other things, that if the said Company should amalgamate or unite with any other Company or Companies, as provided in the third Section of the said Act next hereinbefore mentioned, it should not be necessary to retain the name of either of such Companies, but the Companies so amalgamating or uniting might decide and agree upon such name for the amalgamated Companies as they shall please, and should specify or designate such name in the Deed of amalgamation or the agreement to amalgamate or unite, and after such amalgamation or union, such name should be the corporate name of the amalgamated Companies, and under such corporate name they should be invested with and might exercise and enjoy all the rights, powers, privileges, property, benefits and advantages, which otherwise would appertain to the amalgamating Companies, and to all and every of them if such amalgamation had not taken place :

And whereas the several Municipalities of the Town of Woodstock, the Town of Simcoe, the Township of South Norwich, the Township of North Norwich, the Township of Windham, and the Township of Woodhouse, are respectively interested in the said the Woodstock and Lake Erie Railway and Harbour Company as Bondholders ; and the said Municipalities or a majority of them have, in the terms of the said Act of Parliament passed as aforesaid in the eighteenth year of Her Majesty's Reign, entitled, "An Act to amend the Charter of the Woodstock and Lake Erie Railway and Harbour Company," consented that the said Company may amalgamate and unite with the said the Amherstburgh and St. Thomas Railway Company, and after such amalgamation that the amalgamated Companies may amalgamate and unite with any other Railway Company, on the terms and conditions herein set forth :

And whereas the said Companies, in pursuance of resolutions to that effect, adopted at Special General Meetings of the Shareholders of the said respective

Companies, duly convened for that purpose, have determined and agreed under and in pursuance of the authority in that behalf, conferred in and by the said several Acts of Parliament hereinbefore mentioned or referred to, and every of them, and of all other power and authority with which the said Companies are or may be invested for that purpose, that the said Companies should amalgamate and unite together under and in the name of "The Great South Western Railway Company," upon the terms and conditions (amongst others) hereafter more fully set forth, and have agreed and determined upon the said name of "The Great South Western Railway Company," as and for the Corporate name of the said Companies when amalgamated :

Now this Indenture Witnesseth, 1. That the said the Amherstburgh and St. Thomas Railway Company and the Woodstock and Lake Erie Railway and Harbour Company, in pursuance of resolutions to that effect adopted at Special General Meetings of the Shareholders of the said respective Companies, duly convened for that purpose, and by and with the consent of the majority of the said Municipalities interested in the said the Woodstock and Lake Erie Railway and Harbour Company as Bondholders, (no other Municipalities being in any way interested in the said Company,) in consideration of the clauses, stipulations and agreements hereinafter contained, and under and in pursuance and in execution of the powers and authority in that behalf granted or conferred in and by the said several Acts of Parliament hereinbefore mentioned or referred to, and of all other powers and authority with which they are or may be invested for that purpose either by Act of Parliament or otherwise, do, and each of them with the other, doth hereby agree to amalgamate and unite together as one Company, (such amalgamation to take effect at the time hereinafter appointed and provided) under and by the name of "The Great South Western Railway Company;" and they do hereby specify and designate the said name, to wit: "The Great South Western Railway Company," as and for the Corporate name of the said amalgamated Companies; under which said Corporate name they are hereby invested with, and shall and may exercise and enjoy all the rights, powers, privileges, property, benefits and advantages which otherwise would appertain to the said amalgamating Companies, and to all and every of them, if such amalgamation had not taken place.

2. And whereas, the Capital Stock of each of the said Companies is One Million Pounds currency; it is hereby declared, determined and agreed that the Capital Stock of the said amalgamated Companies, under the said Corporate name of "The Great South Western Railway Company," shall be and is hereby fixed and settled at the sum of Two Million Pounds currency, being a sum equal to the combined capital of the said Companies before their amalgamation.

3. And whereas the shares in the Capital Stock of both of the said Companies before the said amalgamation, were twenty-five pounds currency each; and the several Shareholders in the said Companies, by the charters of the said respective Companies, and the several Acts of Parliament amending the same, were each entitled to one vote for each share; it is hereby further determined, declared, and agreed that every person or party having stock in the said the Woodstock and Lake

Erie Railway and Harbour Company, in shares of twenty-five pounds currency each, immediately before and at the time of said amalgamation, shall, immediately upon and after such amalgamation, be and become Shareholders of an equal number of Shares of the Capital Stock of the said amalgamated Companies; and on the application, in writing, of such person or party, the proper entries shall be made in the Stock Books or Share Registry of the said amalgamated Companies, showing such person or party to be the proprietor of the said Shares; and, on surrendering and yielding up to the Secretary or other proper Officer of the said amalgamated Companies, the Scrip (if any) formerly issued for such Stock or Shares, such person or party shall be entitled to receive the Scrip of such amalgamated Companies for such Stock; and that every person or party having Stock in the said the Amherstburgh and Saint Thomas Railway Company, immediately before and at the time of the said amalgamation, shall, immediately upon and after such amalgamation, be and become Shareholders in the Capital Stock of the said amalgamated Companies of the like number of shares so previously held in the said Company; and on application in writing, of such party or person, the proper entries shall be made in the said books of the said amalgamated Companies, showing such person or party to be the proprietor of such shares; and on surrendering and yielding up to the Secretary or other proper Officer of the said amalgamated Company, the Scrip (if any) formerly issued for such Stock or Shares, such person or party shall be entitled to receive the Scrip of the said amalgamated Companies for the Stock or Shares to which he may then be entitled, so that the Shares in the Capital Stock of such amalgamated Companies shall be of one uniform amount, and each of such shares shall be of the amount of twenty-five pounds currency.

4. And it is hereby further determined, declared and agreed, that each and every Shareholder of Stock in the said amalgamated Companies, shall be entitled as well in the Election of Directors as upon all other occasions, to one vote, and no more, for each full Share of twenty-five pounds currency held by such Shareholders, whereon ten pounds per centum shall have been paid up; and this provision shall apply as well to Stock or Shares to be subscribed after such amalgamation as aforesaid; shall have been effected as to other Stock, provided always, that notwithstanding anything herein contained, no Shareholder shall be entitled to vote on any Share in respect to which he shall be in arrear for calls made thereon; and if it shall happen that in converting the Stock or Shares held by any Shareholder before the said amalgamation, in either of the said Companies into even Shares of twenty-five pounds currency each, in the Capital Stock of the said amalgamated Companies, there shall remain an integral sum or portion of such Stock of an amount under twenty-five pounds, the proprietor of such Stock shall be entitled to hold the same as an integral portion of a share, and to claim and receive proportionate dividends thereon; but such integral portion of a share shall not entitle the holder thereof to vote by reason or on account thereof, either in the election of Directors or otherwise.

5. And it is hereby further determined, declared, and agreed that aliens as well as British subjects, and whether resident in this Province or els where, may be Shareholders in the said amalgamated Companies; and all such Shareholders shall

be entitled to vote on their shares equally with British subjects, and shall also be eligible to office in the said amalgamated Companies.

6. And it is hereby further determined, declared, and agreed that the number of Directors for such amalgamated Companies (to be elected by the Shareholders) shall be eleven, who shall elect yearly from amongst themselves a President and Vice-President; and that the Directors of such amalgamated Companies shall, at and after the expiration of the current year, be elected yearly, on the second Tuesday in July, in each year, or at such other time at such place as the Directors for the time being shall, by Resolutions or By-laws, from time to time appoint or direct; and that the first Election of Directors for such amalgamated Companies (by the Shareholders,) after the said amalgamation, shall take place on the second Tuesday in July, in the year of our Lord one thousand eight hundred and fifty-seven, or at such other time as the Directors of such amalgamated Companies, by Resolution or By-law, shall appoint or direct; the current year herein mentioned being the period from the time this agreement is appointed to take effect until the second Tuesday in July, one thousand eight hundred and fifty-seven, inclusive; and the Directors for the time being of the said amalgamated Companies are hereby invested with, and authorized and empowered, after the said amalgamation, to exercise as well in filling up vacancies in their Board and the making of By-laws as in all other matters and things whatsoever, all and every the powers and authority which the Board of Directors of either or both of the said Companies hereby agreeing to amalgamate, might or could, before such amalgamation, lawfully exercise; and that in all things touching or concerning the Election of Directors for the said amalgamated Companies not herein provided for, the provisions of the original charter of the said the Amherstburgh and Saint Thomas Railway Company, and of the several Acts altering or amending the same, shall govern and be in force.

7. And it is hereby further determined, declared, and agreed, that for and during the current year, that is to say, from the time this agreement is appointed to take effect until the second Tuesday in July, 1857, the following persons shall be Directors of the amalgamated Companies, that is to say, that Hon. J. C. Morrison, George Southwick, Geo. McBeth, Joseph Sudworth, Thos. G. Ridout, Isaac Buchanan Joseph A. Woodruff, John McKay, John McLeod, and Theodore Park.

8. And it is hereby further determined, declared and agreed that such of the By-laws of the said the Woodstock and Lake Erie Railway and Harbour Company as are not inconsistent with the provisions of this agreement, nor with the spirit and object of it, shall be in force and apply to the said amalgamated Companies; any or all of the said By-laws, however, may be repealed or altered, and other and different ones made, from time to time, by the Directors of the said amalgamated Companies, that after this agreement shall be appointed to take effect, the qualification of a director in the said amalgamated Companies, shall be stock held in said Companies; by such Director to the amount of £250 at the least, on which ten per cent. at the least shall have been paid up; and that a quorum for the transaction of business

shall consist of such number of the Directors as shall be fixed by resolution or by law of the board of the amalgamated Companies, and until the number for a quorum shall be so fixed, a quorum shall be composed of a majority of the Directors.

9. And it is hereby further determined, declared, and agreed that, immediately on this agreement taking effect, and the amalgamation herein contemplated or agreed upon being accomplished, the said amalgamated Companies shall, and hereby do, under and in the name of "The Great South Western Railway Company," assume and undertake the performance, payment, and discharge of all the debts, contracts, engagements, and liabilities of both the said Companies hereby agreeing to amalgamate.

10. And it is hereby further determined, declared, and agreed that, in consideration of the clauses, provisions, stipulations, and agreements herein contained, the said Companies hereby amalgamating or agreeing to amalgamate, do, and each of them doth hereby grant, bargain, sell, surrender, assign, transfer, and set over unto the said amalgamated Companies, by and in the corporate name of "The Great South Western Railway Company," and their successors, all and singular the houses, lands, tenements, hereditaments, premises, railways, harbours, docks, channels, creeks, wharves, piers, buildings, erections, works, ways, waters, franchises, easements, rights, privileges, powers, advantages, goods, chattels, stock, credits, contracts, property, assets and effects whatsoever, which they the Woodstock and Lake Erie Railway and Harbour Company and the Amherstburgh and Saint Thomas Railway Company respectively or either of them have, hold, claim, challenge, demand, exercise, use, occupy, possess, or enjoy, or are or may be entitled to: To have and to hold the same to the said amalgamated Companies, by and in the said corporate name of "The Great South Western Railway Company," and their successors forever, from and after the time herein appointed for this agreement to take effect; to be by them at all times thereafter, by and under the said corporate name, had, held, exercised, managed, dealt with, possessed, used, and enjoyed in as full and ample a manner as the said amalgamating Companies respectively, or either of them, could, might, or would be entitled to have hold, exercise, realize, deal with, possess, use, or enjoy the same, or any part thereof, if the said amalgamation had not taken place or been concluded or agreed upon.

11. And it is hereby further determined, declared, and agreed, that the said amalgamated Companies shall and will put that portion of their Railway from Woodstock to Port Dover in running order simultaneously with the rest of their line of Railway.

12. And it is hereby further determined, declared, and agreed that (subject to the conditions hereinafter contained) this agreement shall take effect, and the said amalgamation and union be and become complete, effectual, and perfected at twelve o'clock noon on the
day of

In Witness whereof, the said the Woodstock and Lake Erie Railway and Harbour Company, and the said the Amherstburgh and Saint Thomas Railway Company

have caused their respective Corporate Seals to be affixed hereto, the day and year first above written.

Signed, Sealed, and Delivered, in the presence of }

Two other copies of this agreement exist, one in the possession of each of the rival Boards, under the Amherstburgh and St. Thomas Charter, which have both passed it.

Ques. 26. What was the cause of the amalgamation not being completed?—

Ans. The cause of the amalgamation not being completed is the reluctance formerly alluded to of the capitalists, who were expected to subscribe £300,000 in the Woodstock and Lake Erie Railway, and pay £30,000: this reluctance has been caused by the introduction of the new through charter by Mr. Rankin, and in present circumstances the holders of the £750,000 stock subscribed in the Amherstburgh and St. Thomas Railway, on which £75,000 has been paid, feel that it would be imprudent to consummate the amalgamation until they see Mr. Rankin's Bill thrown out, as if it passed they would find themselves not only deprived of the power of proceeding with the construction of the amalgamated railways, but they would also find that the amalgamation had effected nothing except amalgamating their large subscriptions and deposits now lying in the Bank with the large debts of the Woodstock and Lake Erie Railway. It is the opinion of the Shareholders of the Companies to be amalgamated, that if the new through charter were granted no southern road could be built.

Ques. 27. Have the three Boards of Directors and the two Lines of Railway passed resolutions to perfect the amalgamation in accordance with the intention of their charters and the Act of last session authorizing the passage of By-laws by the Municipalities?—*Ans.* The three Boards have passed resolutions and perfected the agreement under the provisions of the Act of last session, and the assent of the Municipalities has been obtained by the passage, by the ratepayers, of a necessary By-law in each Municipality.

Ques. 28. Upon what ground did Mr. Morrison, as the friend of the Zimmerman Estate, press the claim of Mr. Rankin to be carried out?—*Ans.* Mr. Morrison pressed this simply out of respect to the late Mr. Zimmerman.

Ques. 29. Upon what conditions did Mr. Zimmerman's Estate decline taking a share in the contract?—*Ans.* I have already stated these conditions, viz.: the repayment of his actual outlay, the completion to the Suspension Bridge of the Southern Road, the construction of the rolling stock at the Niagara works at the usual prices, and the offer to carry out his agreement with Mr. Rankin, which was understood to be his only agreement in writing.

Ques. 30. Are you acquainted with the localities of the present line of road between the Detroit and Niagara Rivers, and also with that proposed by the new Bill?—*Ans.* Yes; since 1830 I have known them intimately.

Ques. 31. State the difference of length between them, assuming the former to pass through Otterville and Simcoe?—*Ans.* The difference of length will occur only between St. Thomas and Simcoe; the difference in that space would be from three to five miles. There are deep ravines on the straight line, and it is impossible to build a road on the straight line. The difference between the straight line and a line by Otterville might be seven miles, but the difference between any practicable route and the line by Otterville will not exceed four miles.

Ques. 32. How much of the Woodstock and Erie road can be used in the through line proposed under the amalgamated charter?—*Ans.* About seventeen miles, two-thirds of which is already graded, and the bridges built. I may mention that the bridges are built along the whole thirty-nine miles from Woodstock to Port Dover, and two-thirds of the whole graded.

The hour having arrived for the Sub-Committee to adjourn,

The Witness withdrew.

Monday, 11th May, 1857.

10 o'Clock, A.M.

SUB-COMMITTEE MET.

MEMBERS PRESENT:

MR. BOWES,
MR. MONGENAI,
HON. MR. J. C. MORRISON,
MR. PAPIE, and
MR. RANKIN.

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

Isaac Buchanan, Esq., called in and Examination continued.

Ques. 33. Is it true, as alleged in the petition of Mr. Keating and others, that there was no prospect of a satisfactory adjustment of the difficulties alluded to therein, at the time of presenting that petition?—*Ans.* Subsequent to Mr. Zimmerman's death there has been the same progress which would have been, had he lived, and probably more.

This fact was so notorious, having been published in every newspaper in the country in consequence of a malicious cry having been got up, that in the pro-

gress of transactions subsequent to Mr. Zimmerman's death his interest or estate had not been so well protected as if he had been alive.

To shew, therefore, that in giving out the contract I had attended scrupulously to the interests of Mr. Zimmerman's estate, I have produced and published the following evidence of transactions connected with the giving out of the contract.

The first document is a letter written by me to the representatives of George Wythes, and Samuel Zimmerman, who jointly had gone into an agreement, which was produced by Mr. Morrison at the first sitting of this committee, for a contract to build the whole line from the Detroit to the Niagara River. This agreement was dated in England, at Liverpool on the 26th September last.

With a view to the actually giving out of the Western half of this contract I wrote to the representatives of these contractors about a week after Mr. Zimmerman's death, as follows :

HAMILTON, 21st March, 1857.

To J. C. Street, Esq., representing Geo. Wythes, Esq., of Reigate, England, and Miles O'Reily, Esq., for himself, and as representing the late Samuel Zimmerman, Esquire.

Gentlemen,—

Mr. McLeod is here and has repeated the former assertion of the Amherstburgh Board of the Amherstburgh and St. Thomas Railway, that they are led to prevent me carrying out my brother's agreement with Messrs. Wythes & Zimmerman only by the indications given by Mr. Zimmerman, of his not being prepared to abide by the charters as to the Western termini.

He offers on behalf of that Board to re-enact the By-law to secure my property in the Railway, and, with my consent, to give a contract securing the road to go to Amherstburgh, this seeming to be the best, if not the only way to satisfy all parties.

In present circumstances you seem the proper parties to assume the contract, afterwards to be transferred to, or held for, the parties who are to carry out the agreement aforesaid, to secure my outlay and responsibility for the Railway.

By now taking this contract you have it in your power to receive for them the substance of that which my brother undertook to put into their hands.

I, therefore, now call on you to take the contract offered, and if you do not do so, with you, must remain the responsibility of refusing this practical fulfilment on my brother's part of the agreement aforesaid.

I am, Gentlemen,

Yours respectfully,

ISAAC BUCHANAN.

To this letter I received the following reply :

HAMILTON, C. W., 27th March, 1857.

ISAAC BUCHANAN, Esq.,
Hamilton, C. W.

DEAR SIR,—

We have to acknowledge your letter of 21st inst., and to express ourselves prepared to take a contract from the Amherstburg and St. Thomas Railway Company, for the purposes therein contained, and having especial reference to the fulfilment of your brother's agreement of 26th September last, with Messrs. Geo. Wythes and Samuel Zimmerman ; we, therefore, now give you this letter to shew the understanding on which you assent to the Board of Directors of the Amherstburg and St. Thomas Railway Company giving us the contract about to be gone into.

We are, dear sir,

Yours respectfully,

M. O'REILLY.

JAMES C. STREET.

Accompanying the foregoing letters I had also published, for the satisfaction of Parliament and the public, before this Bill was introduced by Mr. Rankin, a copy of the proceedings of the Board in giving out the contract, as follows :

Resolution of the Amherstburgh and St. Thomas Railway Directors, at a meeting held at Amherstburgh, on the 28th March last. It was moved by J. W. Ridsdale, seconded by Theodore J. Park, and carried unanimously :

That the Company do now enter into a contract for the construction of the road with Messrs. J. C. Street and M. O'Reilly, the former representing George Wythes, Esq., and the latter representing himself and the trustees of the late Samuel Zimmerman, said contract being for the sum of eleven hundred and twenty-five thousand pounds, and that the President be authorized to sign the same and attach to it the seal of the Company.

I may mention that a similar contract was being prepared in Hamilton, for the eastern half of the line, to be given out by the Woodstock and Lake Erie Railway and Harbour Company, when I received a telegraph from Mr. Morrison, mentioning that adverse proceedings to our charters were likely to be commenced in Parliament. These proceedings, as embodied in the present Bill before this Committee, have also been the cause, as I before explained, of the amalgamation not being completed and the work not being advanced.

Ques. 34. Were you a party to the suit in Chancery between the rival Boards of Directors?—*Ans.* No.

Ques. 35. Do you know whether or not the suit referred to has been settled or compromised, and if so, how, when and where? *Ans.* I know that the Board of the Amherstburgh and St. Thomas Railway, at its meeting on the day when the amalgamation act was consented to between the Amherstburgh and St. Thomas Railway, as represented both by Mr. Rankin's and Mr. McLeod's Board, with the Woodstock and Lake Erie Railway, the proceedings all were based on the understanding that that Chancery suit was withdrawn, but otherwise I have no means, as being no party to the suit, to know whether or not instructions have been given to the Solicitor on both sides to that effect.

Ques. 36. Do you know the petitioners for the Bill in question, or any and which of them?—*Ans.* I know J. W. Keating, but not the others.

Ques. 37. Are they in a position to comply with the requirements of the proposed Bill?—*Ans.* Certainly not, as far as I know of.

Ques. 38. Do you know any other matter or thing which is material to the question under consideration?—*Ans.* In thinking over the questions which I answered on Saturday, I feel anxious to explain that, though the share of £5,000 of the 2½ per cent. premium on the Capital Stock, which was proposed to be divided among the original promoters of the railway, was the only thing that I ever offered to Mr. Rankin: that I consented also, on behalf of the Great Western Railway, that we should re-open an arbitration, as desired by him, in the former decision of which he thought great injustice had been done him, and I thought some little injustice might have been done him. I should also wish to mention what made those acting for the Great Western Railway so anxious not to leave Mr. Rankin in the position of an injured man, even according to his own ideas of right and wrong.

The Great Western Railway had suffered severely in the matter of the land for their right of way, through the interference of parties pretending to be aggrieved, and Mr. Rankin, as Member for the County, had much in his power in this way.

He had also actually threatened that he would use his influence in this way along the whole line, and would make any company who would not connect themselves with him pay a hundred thousand pounds more for right of way than they would otherwise do.

This threat was made to my agent, Mr. Greer, and a similar threat reported to have been used to Mr. Zimmerman we believed to be the cause of that gentleman's anxiety to have Mr. Rankin's co-operation, as we did not at that time know of the agreement to give Mr. Rankin a share of the contract or £25,000. I am also anxious to state that the interference of Mr. Radcliff, as the Vice-President of the Great Western Railway, and myself, to get the Southern line as the second track of the Great Western Railway, had two simple objects. We saw that the safety of the lives of the public, no less than the interest of the Great Western Railway, required that the Southern should not be a competing line. The Great Western Railway had cost double what it ought to have done, and even with the most brilliant traffic—

[Mr. Powell, (*Counsel for the Bill*), here wished to have recorded, that Mr Buchanan's mode of giving individual matter of opinion or individual motive is not possibly admissable in this case, especially as connected with the Great Western Railway.]

(*Mr. Buchanan proceeded.*)

could not be expected to yield the dividends which we knew were to be insisted on by the shareholders in England, without a delay in going on with the permanent bridges and other structures of the Great Western Railway, thus causing great risk to the lives of the public.

Then as regards the interest of the Great Western Railway we saw that it can never compete with the Southern line in carrying cheaply.

The Southern line, as a double track with permanent bridges could be built for less than the single track of the Great Western Railway now costs, by some thousand pounds.

This was the cause of our anxiety to see the lines united, and we intended to satisfy the public that no monopoly would be caused by arranging in the amalgamation agreement that any monies earned over ten per cent. should first be laid out on permanent structures and station buildings, and afterwards applied to the reduction of fares.

We believed that the Southern line could carry passengers and freight direct from the Detroit to the Niagara Rivers for one half of that the Great Western could carry it.

The expense of each train on the Great Western Railway is 6s. currency per mile, which is more than the average revenue of lines in England.

And as an engine on the light grades of the Southern line could draw double the weight that it could on the heavy grades of the Great Western Railway, the cost to the Railway would not be more than one half, even if the fact that a double track carries more than double a single track were not considered—

It is calculated that it will carry four times as much.

CROSS-EXAMINATION.

[*By the Counsel in support of the Bill.*]

Ques. 39. In what Bank did the notices emanating from the Provisional Directors of the Amherstburgh and St. Thomas Company require the deposit money in the Stock to be paid; and were the terms of such notices complied with by Board representing the Zimmerman interest?—*Ans.* In the Bank of Upper Canada. Before the Amherstburgh Board there was no evidence of any except Mr. McBeth. I believe the Zimmerman money was deposited in the Zimmerman Bank. I only know this by hearsay.

Ques. 40. Without reference to outlay connected with dishonored paper or other collateral expenses, how much actual and legitimate cash expenditure has been made by you on account of the Amherstburgh and St. Thomas Road, or the Woodstock and Erie Road respectively, and if any, what actual cash have you outlaid on account of the expenses alluded to in the first part of this question?—*Ans.* I have had nothing to do with dishonored paper, and have not paid anything as expenses thereon, nor am I bound to pay any expenses thereon; the actual cash outlaid by me was stated in my evidence on Saturday in detail, except the sum of £3,000, which, I believe, will be about half for the one Company and half for the other, and consists chiefly of cost of preliminary surveys, expenses to England, and other preliminary charges.

Ques. 41. Has any part of the money placed by you in the Bank of Upper Canada, to the credit of the Amherstburgh and St. Thomas Railway Company, been chequed out, and by whom, or does the whole amount deposited still remain in the Bank, subject to the order of the Company, or to any order?—*Ans.* The money placed by me in the Bank of Upper Canada, remains untouched in that Bank. On the completion of the contract of the 28th March, to Mr. Wythes and others, a check for it was given to them, viz.: £50,000, it being the arrangement under that contract that this and all monies raised in England should lie in the Bank of Upper Canada, at the credit of an account to be called "the Trustees of the Contractors and Company of the Amherstburgh and St. Thomas Railway," these Trustees being named to be Peter Buchanan and myself as Trustees for the Company, and Thomas G. Ridout and George Wythes, as Trustees for the contractors, two residing in England and two in this Province.

Ques. 42. Who signed the check spoken of by you in your last answer?—*Ans.* The check spoken of was signed at Amherstburgh, on 28th March, by John McLeod, the President, by order of, and in the presence of, the Board of Directors after the contract of Mr. Wythes and others had been sealed.

Ques. 43. Was the Chancery suit still going on when the cheque was signed, and would the Bank have honored the cheque while it was known that the Chancery suit was going on?—*Ans.* Mr. O'Reiley, the Solicitor of Mr. Zimmerman, from whom the instruction to commence the Chancery suit had issued, had some days before written to Toronto to stop the Chancery suit, and we understood on the 25th March that it was stopped. The proof of this being our understanding, is that it was upon this distinct understanding that Mr. McLeod and his board proceeded in giving out the contract. After returning from Amhurstburgh to Hamilton, I heard that in consequence of the "cry" that the Zimmerman estate had not got fair play, it was doubtful to what extent Mr. O'Reiley's orders had been acted on in the matter of the Chancery suit. I have no knowledge of the Bank having an injunction put upon the money. I believe there was no injunction in this suit.

The latter part of the question being repeated, witness answered: "I cannot tell."

Ques. 44. By whose authority did Mr. O'Reiley write to Toronto to have the Chancery suit stopped?—*Ans.* I am unaware.

Ques. 45. Have you any and what knowledge of the facts connected with the Wallace subscription? Who instigated Wallace to subscribe? Had Mr. Merritt anything to do with the matter?—State all you know in relation thereto. *Ans.* I supposed that the subscription was quite undoubted up to the period when Mr. Wallace and I were in England. I had previously been told that imputations against it had appeared in some newspapers in Canada, but placed no weight on such reports. The best proof that I considered it good, is that I paid £50,000 on it as the first instalment, trusting that Mr. Wallace would afterwards transfer the stock to me, which he did, and this is the stock transfer for £500,000 Stock with £50,000 paid, (which is shown to the committee.) Upon the 10th of September, in London, I heard repeated the imputations as to the goodness of the subscription, and I immediately called on Mr. Wallace, who at once agreed to proceed to the Mansion House and verify his subscription for £500,000 before the Lord Mayor; proof of this from the Lord Mayor's office I beg now to hand into the Committee. It is as follows:

To all to whom these presents shall come, I, David Salomens, Lord Mayor of the City of London, in pursuance of an Act of Parliament made and passed in the fifth year of the Reign of his late Majesty King George the Second, intituled, "An Act for the more easy recovery of debts in His Majesty's plantations and colonies in America," and also in pursuance of an Act passed in the sixth year of the Reign of his late Majesty King William the Fourth, intituled "An Act to repeal an Act of the then present Session of Parliament, intituled an Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths," do hereby certify that on the day of the date hereof, personally came and appeared before me, William Wallace, named in the declaration hereunto annexed, being a person well known and worthy of good credit, and who did before me solemnly and sincerely declare to be true the several matters and things mentioned and contained in the said annexed Declaration: in faith and testimony whereof, I, the said Lord Mayor, have caused the seal of the office of Mayoralty of the said City of London to be hereunto put and affixed.

Dated in London the eighteenth day of September, in the year of our Lord one thousand eight hundred and fifty-six.

REYNAL.

I, William Wallace, of Fort Erie, Canada West, Civil Engineer, at present in the City of London, do solemnly and sincerely declare that sometime in May last I was employed by certain gentlemen at Amherstburgh, in Canada West, to make a survey of the Amherstburgh and St. Thomas Railway, and on going to Amherstburgh and seeing the propriety of sufficient stock being subscribed to comply with the terms of the then existing charter, did in the month of May last past subscribe in my own name the sum of five hundred thousand pounds in the Stock Book of the Company opened by the Provisional Directors or the Commis-

sioners named in the Act of Incorporation, and that I subscribed this sum for the purpose of organizing the Company, because there would be no object in subscribing a less sum, and I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the Reign of His Majesty King William the Fourth, intituled "An Act to repeal an Act of the present Session of Parliament, intituled an Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.

WILLIAM WALLACE.

Declared at the Mansion House, in the City of London, this eighteenth day of September, 1856, before me,

D. SALOMENS,
Mayor.

That same afternoon Mr. Wallace admitted to me that the subscription had been originally in pencil, and my fears were for the first time aroused in case this should be considered as not a subscription in the eye of the law. It was Mr. Merritt who first came to me on the subject of Mr. Wallace's stock, so that he then viewed it as a legal subscription for £500,000.

Ques. 46. Was the deposit of £50,000 paid into the Bank by Wallace, or by whom and from whom did Wallace get the money to do so if paid in by him?—*Ans.* The £50,000 was paid into the Bank of Upper Canada by me, in the name of William Wallace, and the same was lent to William Wallace on the security of John McLeod and Theodore Park, that William Wallace would make the necessary transfer to me of the stock on which this was paid as an instalment.

Ques. 47. Did you know Wallace by report or otherwise, before or immediately after his subscription to the Stock, and if so did you consider his circumstances such as to warrant a *bona-fide* subscription to the amount of £500,000.—*Ans.* I had known Wallace for many years, though not intimately. I believed him to be an honest and truthful man, and various people to whom I referred assured me that this was his character. I suppose that Mr. Wallace would have had as little ability to pay the £500,000 as the petitioners for this Bill would have to construct the Amherstburgh and St. Thomas Railway! I knew that Mr. Wallace enjoyed the confidence of prominent people in Buffalo, among others Mr. Patchin the Banker, and owner of the Buffalo and New York City Railway. I understood that this road, formerly called the Attica Road, had been commenced in exactly the same way, by Mr. Wallace having subscribed for the whole stock in which the chief citizens of Buffalo afterwards carried him through. I felt satisfied that Mr. Wallace made the subscription of £500,000 *bona-fide*, but I feared that my money might be endangered through its being decided to have been done in pencil and afterwards in ink.

The hour having arrived for the Sub-Committee to adjourn,

The Witness withdrew.

Tuesday, 12th May, 1857.

10 o'CLOCK, A.M.

SUB-COMMITTEE MET.

MEMBERS PRESENT:

MR. BOWES,
MR. BUREAU,
MR. CLARKE,
HON. MR. J. C. MORRISON,
MR. RANKIN, and
MR. JAS. SMITH.

The Counsel for the Bill were in attendance.

The Counsel for the Petition against the Bill were in attendance.

Isaac Buchanan, Esq. was called in, and Cross-Examination continued.

Ques. 48. Did you pay Wallace £50,000 or any and what sum, as a consideration for his transfer of the Stock in the Amherstburgh and St. Thomas Stock to you? --*Ans.* I paid into the Bank of Upper Canada by Mr. Wallace's orders, and in his name, £50,000, to the credit of the Amherstburgh and St. Thomas Railway, and it was understood that he should receive a premium on the Stock which he was to transfer to the Great Western Railway of £5,000, payable in paid up Shares, on the Southern Road being completed.

It was an object to retain the co-operation of Mr. Wallace, and the other original promoters of the Southern line, until it was finished.

[Mr. Powell, Counsel for the Bill,]

Again protests against Mr. Buchanan's circuitous mode of answering questions, by going into his individual motives, opinions, and calculations wholly unconnected with the matter of enquiry.

Ques. 49 Did you take proceedings in chancery against the Amherstburgh and St. Thomas Board, of which McLeod was President, and if so for what purpose, and did you state in course of such suit that Wallace had acknowledged to you in England that the Stock in the Amherstburgh and St. Thomas Road had not been taken by him according to law?—*Ans.* I took proceedings in chancery against the Amherstburgh and St. Thomas Board, of which Mr. McLeod was President. The course of that suit was the attempted repeal of a By-law of that board, called By-law A, which I got passed as an amendment of an original contract with the members of that Board before I agreed to their appointment. The agreement is as follows: It is agreed between Theodore J. Park, John McLeod, and others who may hereafter sign this agreement, representing an original Stock, taken by such persons, in the Amherstburgh and St. Thomas Railway Companies, of the one part, and Isaac Buchanan of the other part.

In consideration of Shares in the Amherstburgh and St. Thomas Railway Company subscribed for by and in the name of William Wallace, amounting to five hundred thousand pounds, being assigned by the said William Wallace, to the said Isaac Buchanan, he the said Isaac Buchanan agrees to use the power which the assignment of the said Shares shall vest in him, to secure a terminus of the said Railway at Amherstburgh, as well as Windsor, and will make an understanding with the parties to whom he shall transfer such Shares, that they shall carry the said road to Amherstburgh; and it is further agreed between all the parties signing, and who shall sign their agreement, that the said Isaac Buchanan advancing or lending to subscribers the Stock of the said Company, the means of paying the deposit thereof, to entitle them to vote; every co-operation will be afforded by such persons, in satisfying the capitalists whom Mr. Buchanan expects to interest in the immediate construction of the Amherstburgh and St. Thomas Railway, especially that the Directors who shall be appointed at the first election of Directors of the said Company, upon the votes given in respect of such Stock, shall, from time to time, when required, retire from the Board of Directors, to make room for other gentlemen in England, or elsewhere, who may be wished by the Shareholders to be procured by Mr. Buchanan, to be Directors in the said Company.

Signed at Windsor, 15th day of July, A.D., 1856.

(Signed,)

“

“

JOHN McLEOD,
THEODORE J. PARK,
ISAAC BUCHANAN.

Afterwards Signed on 16th July.

WILLIAM WALLACE.

These Directors feared that I could not carry out my agreement to take the road to Amherstburgh, and they proceeded to repeal the By-law, with the object, as it appeared to me, of giving out a contract.

I had already arranged a contract for the construction of the road in England, and I got an injunction to prevent a second contract being given out, and also to prevent the deposit in the Bank of Upper Canada being drawn for any other purpose than the English contract to Geo. Wythes and Samuel Zimmerman.

With regard to the last clause of the question, Mr. Wallace stated to me, as I have formerly said in England, that the Stock had been originally subscribed in pencil and afterwards put into ink. This I feared might possibly be viewed as an irregular subscription, as not being strictly in the way anticipated by the Charter, and I declared this in the bill which I filed in Chancery, and on which I got an injunction to prevent all acts by the Directors until it was proved that my stock was good, or in other words, that my deposit ought to be subject to checks of the Amherstburgh and St. Thomas Railway Company.

Ques. 50. Was it one of the provisions of the By-law alluded to in your last answer, that the money invested by you in the Amherstburgh and St. Thomas Railway was not to be used without your consent?—*Ans.* Yes, and that no contract should be entered into without my consent.

Ques. 51. Can you produce any evidence to shew that Mr. Wythes authorized any person since Mr. Zimmerman's death to enter into or take action upon any contract on his behalf?—*Ans.* Mr. Wythes, after receiving in England from his agent, Mr. J. C. Street, of Hamilton, a copy of the contract made at Amherstburgh a fortnight after Mr. Zimmerman's death, or on 28th March, wrote to said agent that he would accept that contract.

Mr. Street was to have been here this morning to prove this, but I have just received from him from Hamilton the following telegraph :

TORONTO, 12th May, 1857.

By Telegraph from Hamilton.

To Isaac Buchanan,
Russell's.

Throat and chest so affected that I cannot leave the house.

J. C. STREET.

Ques. 52. In what capacity did Mr. Henry De Blaquier stand to the Woodstock and Erie Road or Company, and did you ever give or promise to give him £25,000 or any other sum for the purpose of buying up the control of the direction of said road?—*Ans.* In July last I did not know Mr. H. De Blaquier even by sight, and I was not aware that he was a Director of the Woodstock and Lake Erie Railway, which I afterwards found to be the case.

I never had any communication with Mr. Henry De Blaquier about the 2½ per cent. on £1,000,000, which, on behalf of the Great Western Railway, I had agreed to give to those holding the shares of the Woodstock or Lake Erie Railway, or the power to subscribe these shares to the extent of £1,000,000.

I desired the control of the Railway for the *bonâ fide* purpose of enabling the Great Western Railway to subscribe this £1,000,000 or the whole stock.

The parties from whom I got the control offered to get the Directors to allocate to any one for the Great Western Railway the whole stock of £1,000,000, but this would have required me to pay an additional £100,000 as the first instalment, and therefore, until we could hear from London, I preferred paying the premium arranged for, or £25,000, on the power to subscribe said £1,000,000 being transferred to me, by nearly the whole existing stock being transferred to me, and a Board being appointed on whom I could depend to allocate the Great Western Railway the balance of the subscribed shares at a future time.

As I have said I had no communication with Mr. De Blaquier on this subject, but when the shares came to be transferred to me I was introduced to him as one of those who were making the transfer to me, and I was told to pay the whole amount of premium, £25,000, to him, which I did.

What division of them he made, if any, among the other Shareholders who made transfers to me I am not aware; the whole transaction, as far as I am concerned, was on paper embodied in two documents, which are as follows :

Proposition by J. B. VanVorhis to Isaac Buchanan.

That Mr. Buchanan, on getting an unquestioned possession of the Amherstburgh and St. Thomas Railroad, say on or before the 14th August, shall be prepared to pay one hundred thousand dollars in cash, besides the small sums paid up on the private stock of the Woodstock and Lake Erie Road, in consideration of the following :

The whole shares held in the Woodstock and Lake Erie Railway will be transferred into the names of such persons as Mr. Buchanan may point out, and such persons as Mr. Buchanan may nominate will be appointed Directors of said Company, and if Mr. Buchanan insists on it we are also to furnish him with undertakings by the various Municipal bodies who hold the Company's bonds, to the effect that they will agree not to convert these bonds into shares, but will, within six months be prepared to receive cash for them at par, or at any time hereafter to exchange them for the bonds of the Great Southern Railway.

Hamilton, 5th August, 1857.

(Signed,)

J. B. VAN VORHIS.

JOHN L. HODGE, Witness.

The other document is as follows :

HAMILTON, 5th August, 1857.

J. B. VANVORHIS.

SIR,—On behalf of yourself and friends interested in the shares connected with the Woodstock and Lake Erie Railway and Harbour Company, whose charter I am at present striving to get control of, I promise you on my arriving at the control of the direction of the Amherstburgh and St. Thomas Railway, which I confidently expect to do upon the 7th current, to pay over to such parties as do give me the control of the Woodstock and Lake Erie Railway and Harbour Company, the sum of £25,000 currency.

The details of this agreement are in a paper headed "*Proposition by J. B. Van Vorhis, to Isaac Buchanan.*"

I am Sir,

Your obedient servant,

ISAAC BUCHANAN.

Ques. 53. Where did you obtain the money which you say you had paid into the Bank of Upper Canada for Wallace? Did you pay the ten per cent. upon any other stock than that of Wallace? if so, upon what stock? How much did you so pay, and when and where did you deposit the same?—*Ans.* I borrowed the money to pay Wallace's stock from the Bank of U. C. I also paid £375, being ten per cent. on the stock of gentlemen at Amherstburgh who were fixed on as future Directors.

We were in doubt whether they all had paid their money into the Bank of Upper Canada, and I paid ten per cent. upon the stock of every proposed Director to make sure of this.

Some of them were found to have paid formerly their own instalment into the proper Bank, and in these cases of course 20 per cent. has been paid in such cases.

Ques. 54. Where has the work been done for which the £150,000 already spoken of by you has been paid, and when was that work done, by whom was it done, and under what contract?—*Ans.* Nearly the whole work done was done by Mr. Zimmerman on contracts of the Woodstock and Lake Erie Railway.

On the Amherstburgh and St. Thomas Railway the ground has only been broken formally, and a Resolution passed by the Directors at Amherstburgh on 28th March, after the contract to Messrs. Street & O'Reilly was signed, authorizing Mr. Street at once to proceed to sound for his gravel pits, a knowledge of whose position is required to guide the Engineer on the line.

Mr. Street's progress was interrupted by the proceedings of Mr. Rankin, in bringing forward the Bill now before the Committee, Mr. Rankin's step, it was known, would destroy all confidence in England, and render it impossible to build the road.

Considerable outlay has been made by Mr. Zimmerman and others, in preliminary surveys, and other preliminary expenses connected with the extensions, East and West, of the Woodstock and Lake Erie Charter, but I am not aware of any actual work having been done on them. Mr. Street was prepared to break ground on them the moment the £300,000 was subscribed, and the £30,000 instalment paid thereon, which has been delayed by the introduction of the Bill now before the Committee.

Ques. 55. Did Mr. Ratcliffe or any other person in Canada, acting with you in this matter, draw upon the Great Western Railway Company for any money to be applied in this transaction? If any, how much? And for what purpose? And was such paper honored, and if not, why not?—*Ans.* Mr. Ratcliffe, the Vice-President of the Great Western Railway, stated to the Bank of Upper Canada, that although the the Great Western Railway could not legally guarantee the Bank's loan to me to be used for the purpose of the Great Western Railway in securing for the Shareholders thereof, the offer of the Stock for the Southern Line, he would take care to work the Railway's account with the Bank of Upper Canada, in such a way, by leaving a similar sum at credit of the Railway in the Bank, as that the Bank should not have any inconvenience in thus going into the views of the Railway through advancing to me £50,000.

He promised to transfer from England to Canada such an amount, as that the Railway's balance in the Bank would be £50,000 more than otherwise would have been, until the Bank was relieved of the advance to me of that amount.

Mr. Bridges, the Managing Director, who was the only Director dissenting from the policy of the Great Western acquiring the Southern line, wrote to England misrepresenting this transaction, and by this means bills for £40,000 sterling, which the Company drew at the time, were dishonoured in London, as supposed to be connected with this arrangement; and other bills also, to a greater

mount than £50,000 currency, were also dishonoured, upon a false suspicion of having been drawn for moneys to invest in the Southern line.

We were led to adopt this plan from having seen its successful operation some years ago in a similar arrangement between the Government and the Great Western Railway.

At the period alluded to it was of infinite importance for Canada, in England, that the Great Western Railway should be finished and shewn to be a profitable investment.

Mr. Hincks said that the Government could not legally guarantee the Bank of Upper Canada for a loan to the Great Western Railway, but that he would feel justified, looking to the interests of the Province, to agree that Government deposits should remain with the Bank of Upper Canada to enable that Bank, without inconvenience to its commercial customers, to lend the Great Western Railway the money to complete that road, which the Bank of Upper Canada did.

Ques. 56. Has the stock, or any part of the stock, under the charter to extend the line of the Woodstock and Lake Erie Company, as now existing, been taken? if so, when were the books opened and the stock subscribed? *Ans.* The stock-books for the stock to build the extensions of the Woodstock and Lake Erie Company were ordered to be opened at a meeting of the Board held on 24th ult., and the Secretary has forwarded books to all the different towns specified in the Act.— I have not, however, heard of any stock being taken.

I believe that no stock has been taken as yet, in consequence of the introduction by Mr. Rankin of the Bill now before the Committee.

The hour having arrived for the Sub-Committee to adjourn,

The witness withdrew.

Adjourned until 10 o'clock A.M. to-morrow.

Wednesday, 13th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT :

HON. W. B. ROBINSON, VICE-CHAIRMAN ;

MR. BELLINGHAM,

MR. BOWES,

MR. BUREAU,

MR. CHRISTIE,

MR. CLARKE,

MR. DALY,

MR. A. A. DORION,

MR. MONGENAIS,

MR. ANGUS MORRISON,

MR. PAPIN,

MR. RANKIN,

MR. SIMARD, and

MR. WHITNEY,

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

Ordered, That the Sub-Committee, with the several parties, be allowed to adjourn to an adjoining Committee Room, to continue taking the Evidence, which Evidence to be put in the hands of the Clerk of the Railway Committee on the rising of the said Sub-Committee, each day.

Adjourned until to-morrow, at 11 o'clock A.M.

Thursday, 14th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

MR. BELLINGHAM,
MR. BOWES,
MR. BROWN,
MR. CHRISTIE,
MR. CLARKE,
MR. A. A. DORION,
MR. FOLEY,
MR. ANGUS MORRISON,
MR. PAPIN,
MR. RANKIN,
MR. WHITNEY, and
MR. WILSON.

Mr. Bowes was called to the Chair *pro tem*.

The Clerk laid before the Committee the proceedings of, and Evidence taken by, their Sub-Committee the previous day, as follows:

Wednesday, 13th May, 1857.

SUB-COMMITTEE MET.

MEMBERS PRESENT:

MR. BOWES,
MR. CLARKE,
MR. ANGUS MORRISON,
MR. PAPIN, and
MR. RANKIN.

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

Arthur Rankin, Esq., M. P. P., Examined.

[By Counsel for the Bill.]

Ques. 57. Did you, in 1855, introduce a Bill similar to the one now introduced for a through line from Niagara to the Detroit River? State what you know in relation thereto, and all matters connected with the present Bill and the opposition thereto.—*Ans.* In 1855, I introduced a Bill to incorporate a Company to be called

the Amherstburgh and St. Thomas Railway Company, to construct a Railway from Amherstburgh, on the Detroit River, to St. Thomas, in the County of Elgin; during the same session of Parliament, a Bill was introduced and carried, authorising the Woodstock and Lake Erie Railway and Harbour Company to make extensions from their main line Eastwardly, to the Suspension Bridge, and Westwardly to St. Thomas, with power to amalgamate with the Amherstburgh and St. Thomas Railway Company, the same power of amalgamation having been given to the last named Company; one of the clauses of the Amherstburgh and St. Thomas Railway Company required that £500,000 of stock should be subscribed, before a Board of Directors could be elected by the shareholders, or before the Company could be properly organized in such a manner as to enable the said Board to carry out the provisions of the charter.

One of the clauses of the Act authorizing the extensions of the Woodstock and Lake Erie Railway and Harbour Company, and one of the conditions required to be complied with before amalgamation could take place between the two above named Companies was, that the Woodstock and Lake Erie Company should open books of subscription, in the manner, and at the places mentioned in the Act of Incorporation, and that so soon (the previous provisions of the Act having been complied with) as £300,000 of stock had been subscribed in the books of the said Company, and ten per cent. upon the said £300,000 paid into such chartered Bank as shall be designated by the Board, the Company should have power to consummate the amalgamation with the Amherstburgh and St. Thomas Railway Company, and to commence the building of their extensions, east and west. The Act authorizing the extensions of the Woodstock and Lake Erie Railway Company received the Royal sanction on the 19th May, 1855, and it required that those extensions should be commenced within two years from the passing of the Act.

Soon after the prorogation of Parliament in 1855, books of subscription for stock in the Amherstburgh and St. Thomas Railway Company were opened, in the manner required by the Act, at Amherstburgh, Windsor, Chatham, and St. Thomas; that immediately afterwards I entered upon an active canvass of the Counties of Essex and Kent, with a view to induce the rate-payers of those Counties to sanction the taking of stock on behalf of the County Municipalities; in pursuit of this object, I not only addressed public meetings in most of the Townships of the County of Essex, but I proceeded twice to various parts of the County of Kent, and addressed public meetings, urging upon the people there the same object. I once addressed the County Council of the County of Kent, at a special session of that body, convened for the express purpose of affording me an opportunity of urging upon them the propriety of subscribing for stock in the Amherstburgh and St. Thomas Railway Company. I twice visited St. Thomas, in the County of Elgin, once of my own accord, the second time at the request of the Reeve of St. Thomas, the member representing the East Riding of Elgin, and a number of the influential inhabitants of that County. On the occasion of my second visit to St. Thomas, I addressed the County Council of Elgin in Council assembled, and the result of these exertions was, that By-Laws were submitted to the people in Essex, Kent and Elgin, proposing that each of these Counties should

positively dishonest ground, I at once resolved to adopt such a course with Mr. Greer as would lead him to suppose, that for a consideration I would consent to act with Mr. Buchanan. First, I told Mr. Greer that I was at liberty to take whatever course I thought proper. Mr. Greer then entered into an explanation of the advantages of a personal nature which I might derive from complying with the wishes of his principal, I gave Mr. Greer to understand that I was desirous of putting myself in a position to make something out of the Railway, and that the only honest means I knew of by which that could be done, would be to get a contract, or an interest in a contract for building the road. Mr. Greer left me under the impression that there would be no difficulty in arranging with me, and promised that on his return to Hamilton, after having seen Mr. Buchanan, he would write to me, which he accordingly did, in the following words :

HAMILTON, 28th February, 1856.

MY DEAR SIR,—I now have the pleasure of redeeming my promise by writing you. In my interview with you on Saturday last, of course I had no object or desire to influence you against your interest, but I considered that I was doing you a service in letting you know that you are upon what I considered and still see to be a "losing Ticket."

My judgment in your circumstances would have decided that it was my interest to remain one of "the old Folks," as Mr. Merritt styles those "who have borne the burden and heat of the day" in respect to the *Southern Road*. They are all on one side and you and your friends on the other.

Now I believed in going to you, and I still believe that there is no feeling to exclude you or to deprive you of a share of any advantages which they might have to divide amongst themselves.

I, of course, could not assure you or any other friend of a contract, but I repeat what I felt authorised to say to you that looking to a contract you would be on the straight road to at least get a preference of the work on the same terms as strangers would offer to do it at, and this in Railroad matters is generally a full enough calculation.

I am quite aware that all this is indefinite, but I do not see how it can be otherwise in the meantime, but indefinite as it is (I hope you will pardon me for expressing myself thus) I believe it to be more for your character as a politician, and interest as an individual than any promise you can have from other parties, and therefore it is that I have out of friendship laid my views before you which are in no way changed from what I have seen and heard since I have had the pleasure of seeing you at Sandwich.

I shall be happy to hear from you, and I hope announcing your intention of working harmoniously with those gentlemen with whom I am connected in the present undertaking.

I am, my dear Sir,

Sincerely, your obedient servant,

JOHN H. GREER.

ARTHUR RANKIN, Esq., M. P. P.,
Windsor.

Subsequent to the receipt of this letter, Mr. Greer again came from Hamilton to see me, and in a conversation at Windsor he went more freely into an explanation of the inducements which he was authorized to offer me in order to procure my co-operation, with Mr. Buchanan. He dwelt largely upon the political advantages that I might expect to derive, and went more fully into the pecuniary inducements, so expressing himself without stating it in so many distinct words, as to lead me to suppose that I might realize at least £30,000, and that I could obtain a check for £5,000 at once. The manner in which I was led to infer that the £30,000 might be obtained, was from a fund of £150,000 which Mr. Buchanan was to contrive to establish by some means, and which fund would be divided among five persons, of whom I would be one. The language used by Mr. Greer on this occasion, as well as on all the others, was exceedingly vague, much in the style generally adopted by his principal, Mr. Buchanan—that which might mean either a great deal or nothing, as might best suit his purpose. On this occasion I told Mr. Greer that there was an unsettled dispute between the Great Western Railway Company and myself, about the value of a piece of property of mine, occupied by them; that an arbitration had taken place about the value of the property in question, some three or four years before, that the sum awarded was only £500, which had not been paid to me by the Company within the time required by their charter, and that subsequently I had declined to allow them to take it for the price awarded, and that I was desirous of having a new arbitration; that if Mr. Buchanan would induce the Company to consent to a new arbitration, it would remove the feeling of hostility from my mind which rendered me averse to acting with Mr. Buchanan. Mr. Greer again returned to Hamilton, under the impression that I would be willing to act with Mr. Buchanan on certain conditions.

A few days after, seeing Mr. Greer at Windsor, I succeeded in obtaining possession of the Stock Book in the manner previously described, and being desirous of obtaining some distinct and positive proposal from Mr. Buchanan for my co-operation, which would afterwards be used as evidence of his consciousness of the illegality of his position, I telegraphed Mr. Greer at Hamilton, informing him that I had got the Amherstburg Stock Book, and that if he chose to come up I would talk to him. To the best of my recollection Mr. Greer did come up, and we had another fruitless interview. At length on the 6th August, 1856, the day before the time fixed for the election of Directors at Amherstburg, Mr. Buchanan himself, accompanied by a son of the Hon. Mr. Merritt, called at my house, and after remaining for some time, he and his friend rose to take their departure. I accompanied them to the door, when Mr. Merritt walked to the road in front of the house, and got into a coach which was in waiting, while Mr. Buchanan lingered behind, and under the shade of one of the trees in the lawn, commenced his business proposals. He began by saying that he was most desirous that I should co-operate with him in his Railway plans. He was aware of the exertions I had made to advance the interests of the Southern Railway, and that no one could be more justly entitled to look for personal advantages out of the undertaking than I was. That he regretted that he had not hitherto had it in his power to offer me such direct and positive inducements to join him, as I might reasonably have expected, but that he was now in a position, being authorised

by those with whom he was acting on behalf of the Great Western Railway to do so, to make me the following distinct and positive proposal, viz: That if I would surrender the Stock Book; recognise the legality of his position, and act with him at Amherstburgh on the following day, and thus enable him to defeat Mr. Zimmerman, he was in a position to offer me a contract, or an interest in a contract to be given to Mr. VanVoorhis and others, with a guaranteed profit to me of £50,000. That I could have the option of being one of the contractors, with my name appearing in the body of the contract, or if I preferred that my name should not appear, the contract would be given to the other parties, *but thened with the condition that the Board should have the right to stop the sum of £50,000 from the amount to be paid to them, and give the same to me.* Mr. Buchanan also entered upon an explanation of other important advantages that I could derive, both politically and otherwise, from acting with himself and the Great Western Railway Company. He went on to say, that the Southern line was amalgamated with the Great Western; the Board of the amalgated Companies would represent the capital of some £6,000,000 or £7,000,000. That such a body of men must, as a matter of course, be able to exercise a vast amount of political influence, and that by acting with him, I could secure the exercise of that influence in my favor which would enable me to attain the highest political position in the country. If I desired it, he was authorized to offer me the position of Vice President of the Southern Railway, and in that capacity I should go to England to assist in completing the arrangements necessary to carrying out his intentions, and that I would thus be brought in contact with men of eminence and large capital, with whom I might be enabled to establish such connections as might, at some future time, in connection with any other project of a similar nature, prove highly advantageous.

Mr. Zimmerman with whom I had kept up a correspondence, and invariably informed of the repeated advances made to me by Mr. Buchanan through Mr. Greer, and whom I but a few days before "had visited at the Falls, for the purpose of communicating to him all that had taken place," was expected to arrive at Windsor that evening. In reply to Mr. Buchanan's advances I informed him that I would be at Windsor when Mr. Zimmerman arrived, and that I would immediately communicate to him what had passed between us; upon this Mr. Buchanan took his departure, and I met Mr. Zimmerman at Windsor in the evening, in order to arrange our plan of operations for the following day at Amherstburgh. On arriving at the last named place, on the morning of the 7th August, accompanied by Mr. Zimmerman, Hon. J. C. Morrison, and several other friends, I found the inhabitants of the Village assembled in great force about the streets, and evidently in a high state of excitement, having the day before addressed a circular to each of the members of the provisional Committee, requesting them to assemble at Horseman's Hotel, at 11 o'clock a.m., for the purpose of opening the books, in order to afford the qualified Shareholders present an opportunity of electing a Board of Directors. Mr. Larwill, Mr. McBeth, Mr. Southwick, and myself, four of the provisional Committee attended at the hour and place above mentioned, when Mr. Zimmerman and a number of other Shareholders being present, a Board of Directors was regularly elected. The other three members of the provisional Committee, though invited to do so, declined

to attend our Meeting, but with Mr. Buchanan and a number of others favorable to his pretensions, proceeded to the Town Hall, where they held another Meeting, and elected a Board of Directors, adverse to the interests of Mr. Zimmerman. Throughout the whole proceedings of the Meeting held at Horseman's, the Hon. Mr. Morrison acted as our adviser, and with his own hand framed the Resolutions, which he recommended us to adopt, in order that our proceedings might be legal.

About the beginning of September following, in compliance with the request of Mr. Zimmerman, acting under the advice of Mr. Morrison, a meeting both of the Provisional Committee, and the elected Directors favorable to Mr. Zimmerman's interest was held at St. Thomas, when resolutions were unanimously adopted authorizing immediate commencement of a suit in Chancery against the Buchanan Board, and appointing Mr. Miles O'Reilly, a Committee to institute those proceedings.

Immediately after this meeting Mr. Zimmerman sailed for England, whither Mr. Buchanan had preceded him. On his return from England in October, Mr. Zimmerman informed me that he had concluded arrangements in England by which Mr. Buchanan had agreed, on his return to this country, to dissolve his Board of Directors, and abandon his pretensions to the control of the Southern Railway, on conditions (which Mr. Zimmerman considered both advantageous and satisfactory,) but the precise nature of which he did not reveal to me. Notwithstanding this, however, from causes which have only lately become intelligible to me, Mr. Buchanan was unable to induce his Board of Directors to assist him in completing the arrangement agreed upon between Mr. Zimmerman and himself in England,—but since the commencement of the present Session, the late Mr. Zimmerman called upon me at the House of Assembly, and placed in my hands certain papers which he recommended me to take copies, and which are as follows:

Understanding between John McLeod, Theodore Park and William Wallace, of the first part, and Isaac Buchanan, of the second part.

1st. The parties of the first part agree cordially to co-operate with the party of the second part, enabling him to fulfil his agreement with Messrs. Zimmerman and Wythes, dated Liverpool, 26th of September, on the subject of the Amherstburgh and St. Thomas Railway, and they also agree to pay back to the party of the first part on the signing of this agreement, the sums lodged by him in the Bank of Upper Canada, as the first call of ten per cent. on stock.

2nd. In consideration of the foregoing, the party of the second part hereby makes over his interest in seven thousand five hundred pounds currency, being part of eight thousand pounds, secured to him by the agreement between him and Messrs. Wythes and Zimmerman aforesaid, to the parties of the first part, in equal proportions, viz. :—Two thousand five hundred pounds to John McLeod, two thousand five hundred pounds to Theodore Park, and two thousand five hundred pounds to William Wallace, the party of the first part, being only entitled to

take £50,000 of Stock in the Amherstburgh and St. Thomas Railway Company; these By-laws, after having been advertised in the manner required by law, were all ratified by the rate-payers of the respective Counties; the Warden of the County of Essex subscribed his name in the Windsor Stock Book for £50,000, to be taken by the Municipality of the County of Essex, and the Reeve of the Town of Amherstburgh, having been duly empowered to do so, by a vote of Rate payers of that Municipality, subscribed his name in the Amherstburgh Stock Book for £20,000 on behalf of the rate-payers of the above named Town; I am not aware whether the Wardens of Kent or Elgin ever signed their names, in either the St. Thomas or Chatham Stock Book, for the amount of Stock which they had been authorized to take on behalf of their respective Municipalities. That in addition to the Municipal Stock thus taken and authorized to be taken, private subscriptions for stock were obtained in the Amherstburgh Stock Book, to an amount in all exceeding £6,000; and in the Windsor Stock Book private subscriptions for stock were also obtained to the amount of several thousand pounds, but I cannot remember the precise amount, not having seen the Stock Book since the month of August last. Notwithstanding the exertions made by myself and other parties, in Kent and Elgin, we failed to obtain subscriptions for even half the amount required to be subscribed, before the Company could commence operations under the authority of the Charter. On the assembling of Parliament at Toronto in February 1856, finding that the Woodstock and Lake Erie Railway and Harbour Company had not, as yet, made any exertion whatever towards obtaining subscriptions for stock in their Books, which they had not even caused to be opened for subscription in the manner required by the Act authorizing them to make their extensions east and west, I introduced a Bill to amend and extend the Charter of the Amherstburgh and St. Thomas Railway Company, the object of the said Bill was, first, to reduce the amount required to be subscribed, by the Act incorporating the Amherstburgh and St. Thomas Railway Company, before a Board of Directors could be elected, from £500,000 to £250,000; and secondly, to authorize the Company to extend their line of Railway from St. Thomas Eastwardly to the Suspension Bridge, regardless of the Woodstock and Lake Erie cross road,—I succeeded in obtaining the amendment reducing the amount of Stock required to be subscribed, but failed to obtain the right to extend the Railway Eastwardly from St. Thomas, and up to the period of the passage of the Act to amend the original charter as described above, I had directed my whole time to the advocacy of the enterprise, defraying all my own expenses, and frequently the expenses of other parties who accompanied me; indeed, I had made it my sole business, neglecting my private affairs: when addressing public meetings on various occasions and at different place in the County of Essex, votes of thanks for my exertions were passed by the meetings. On all these occasions I made it a point to explain to my constituents, that while exerting myself to advance their interests, it was my intention to endeavour to obtain either the whole contract or an interest in the contract for building the Railway; after the prorogation of Parliament in 1856, on the 3rd of July of that year I entered into a written agreement with the late Samuel Zimmerman, after having been repeatedly urged by him to do so, in fact, he first addressed himself to me on the subject in 1855, at Quebec.

My reason for declining to act with Mr. Zimmerman in the first instance was, that I was apprehensive that he was desirous of obtaining the control of the Southern line, for the purpose of retarding the building of that line, in consequence of some arrangement which I was led to believe existed between him and the Great Western Railway Company, it being then commonly reported that the Great Western Company had promised Mr. Zimmerman the contract for building their intended double track, on condition that he should contrive to prevent the building of the Southern line for a certain period of time, and that he should so shape his course, as to enable the Great Western Company to build the Southern line at some future period, should they feel it for their interest to do so. At Quebec I openly told Mr. Zimmerman what my reasons were for declining to act with him, and those reasons were briefly these: I had pledged myself to my constituents to do all in my power to secure the building of an independent line of Railway which should compete with the Great Western, and having made this pledge I felt that no inducement of a personal nature which could be held out to me, would justify me in acting with any party till I was thoroughly convinced that by so doing, I should place myself in a position which would enable me faithfully to redeem the pledge before alluded to; notwithstanding Mr. Zimmerman's assurances, that I had been misinformed as to his intentions, and that it was his determination to endeavour to build the Southern Railway, as a line competing with the Great Western Railway Company; he failed to remove my suspicions and I was unwilling to associate myself with him. But during the last session of Parliament, I think, in the month of April 1856, Mr. Hodge, an Engineer, professing to be in the confidence of Mr. Buchanan, by whom he has since been employed in his professional capacity in various ways, called upon me, and suggested to me, that if I would go to Hamilton and see Mr. Isaac Buchanan, I could enter into arrangements with that gentleman, by which I could effectually defeat the plans of Mr. Zimmerman with reference to the Southern Railway; in fact Mr. Hodge distinctly intimated to me that it was the desire of Mr. Buchanan to obtain the control of the Southern line, for the Great Western Railway Company, and that if I would act with Mr. Buchanan, and assist him in carrying out his plans, I could more effectually serve my personal interests than by any other course I could possibly adopt. In reply to Mr. Hodge, when he first addressed me, I told him that if Mr. Buchanan desired to see me for any purpose, he would find me in Toronto attending to my Parliamentary duties. After the lapse of a considerable space of time, Mr. Hodge called upon me again and repeated the arguments he had before advanced in favour of my acting with Mr. Buchanan, in his endeavour to obtain the control of the Southern line, for the Great Western Railway Company, going more fully on the second occasion into an explanation of the advantages of a personal character, which I could secure by acting upon his suggestion. The effect produced upon my mind by the arguments of Mr. Hodge was, that in acting with Mr. Zimmerman I should be more likely to secure the object I had in view, which was the building of a rival line to the Great Western, than by any other course I could adopt; in fact I became convinced that unless prompt means were taken to defeat the plans of Mr. Buchanan, all hope of the building of a Railway to compete with the Great Western would be destroyed. I therefore immediately determined to unite with Mr. Zimmerman in endeavouring to obtain

the control of the Southern line, believing that by that means alone I could secure for the people inhabiting the region of country bordering upon Lake Erie, and lying between the Niagara and Detroit Rivers, the completion of an enterprise so long and anxiously sought for, and of such vital importance to their interests. Acting upon this determination, I entered into a written agreement with Mr. Zimmerman, dated at the Clifton House, Niagara Falls, on the 3rd July, 1856, by which I agreed to unite with Mr. Zimmerman in endeavouring, first, to secure an amalgamation between the Amherstburgh and St. Thomas Railway Company and the Woodstock and Lake Erie Railway and Harbour Company. Secondly, that having accomplished that amalgamation, I should unite with Mr. Zimmerman in applying for the contract for building the Railway from Amherstburgh to St. Thomas, with the understanding that if successful in obtaining the contract, I should be entitled to receive one-fourth of the profits arising from the same. It was, however, further agreed that Mr. Zimmerman should have the power (if he thought proper to avail himself of it, within twelve months from the date of the agreement) of purchasing my interest in the said contract for the sum of £25,000. I was at that time one of a Provisional Committee of seven persons named in the Charter of the Amherstburgh and St. Thomas Company, whose duty it was to cause Stock-books to be opened in the manner and at the places designated in the Act, and upon the subscription of the amount of stock required to enable the Shareholders to elect a Board of Directors, to close those books, and convene a meeting of the Shareholders in the manner required by the Charter, for the purpose of affording them an opportunity of electing Directors, who should be clothed with all the powers conferred upon them by their Act of Incorporation. On the 5th July, 1856, a meeting of the Provisional Committee was held at St. Thomas, at which five of the members of that Committee were present. Mr. Zimmerman appeared at that meeting and proposed to subscribe, in his own name and in the names of certain friends of his, for a sufficient amount of stock to form the Company under the amended Act, on the following conditions: first, that he should be permitted to deposit the amount of the first call upon the stock, viz: ten per cent., in the Zimmerman Bank. Secondly, that after he had subscribed, the Provisional Committee should close the books, and convene a meeting of the Shareholders at Amherstburgh on the 7th August following. After some deliberation among themselves, the members of the Provisional Committee present, unanimously agreed to comply with the conditions proposed by Mr. Zimmerman, whereupon he entered his name in the Stock-book and produced powers of Attorney from several other individuals authorizing him to subscribe their names for various amounts, which, together with the amount he had himself subscribed, made up the sum required by the amended Act, for putting the said Act into effect. Immediately after which the Provisional Committee passed a Resolution declaring the books to be closed, and calling a meeting of the Shareholders at Amherstburgh on the 7th August, 1856. The two members of the Provisional Committee who were not present at St. Thomas at the meeting referred to, lived at Amherstburgh, and had not been requested to attend the said meeting—the Charter distinctly stating that the acts of the Provisional Committee or a majority of them should be lawful. The members of the Provisional Committee who were present at St. Thomas, had assembled

at my request; I had not thought it necessary to request the attendance of the two members of the Provisional Committee residing at Amherstburgh; but on the third day after the meeting at St. Thomas, I went to Amherstburgh for the express purpose of informing them of what had taken place at St. Thomas on the 5th July. On arriving at Amherstburgh I called upon Mr. Kolfage, one of the Provisional Committee, and informed him of my having succeeded in getting a sufficient amount of stock taken up to enable the Company to commence operations. Mr. Kolfage was the person at whose store or shop the Amherstburgh Stock Book had been left, by direction of the Provisional Committee, for subscriptions. That on being informed by me of what had taken place at St. Thomas, he expressed in strong terms the gratification he felt at hearing there was at length a prospect of a speedy commencement of operations.

The hour having arrived for the Sub-Committee to adjourn,

The Witness withdrew.

The Committee adjourned until to-morrow, at 11 o'clock.

Friday, 15th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

HON. W. B. ROBINSON, VICE-CHAIRMAN;

MR. BELLINGHAM,

MR. BOWES,

MR. BROWN,

HON. MR. CAUCHON,

MR. CHRISTIE,

MR. CLARKE,

MR. DALEY,

MR. A. A. DORION,

MR. FOLEY,

HON. MR. LEMIEUX,

HON. MR. ATTY. GEN. MACDONALD,

MR. MONGENAIS,

MR. ANGUS MORRISON,

HON. MR. JOSEPH C. MORRISON,

MR. PAPIN,

MR. RANKIN,

MR. SIMARD,

MR. JAMES SMITH,

HON. MR. SPENCE, and

MR. WILSON.

The Clerk laid before the Committee the proceedings of, and Evidence taken by, their Sub-Committee the previous day, as follows:

Thursday, 14th May, 1857,

SUB-COMMITTEE MET AT 10 O'CLOCK, A.M.

MEMBERS PRESENT :

MR. CLARKE,
MR. ANGUS MORRISON,
MR. PAPIN,
MR. FOLEY, and
MR. RANKIN.

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

Arthur Rankin, Esq., M.P.P. Examination Continued.

(Continuation of Answer to Question 57.)

I continued to converse with Mr. Kolfage for a few moments, in course of which conversation I learnt from him that the only other member of the provisional Committee who lived at Amherstburgh, was then absent from Town. On that occasion I omitted to ask Mr. Kolfage any questions about the Stock Book which had been left in his possession ; the last time I had seen that Stock Book, it contained the subscriptions of the Reeve of Amherstburgh for £20,000, on behalf of the Municipality, and some £6,000 or thereabout, of private subscriptions. Mr. Kolfage did not intimate to me or give me any reason whatever to suppose, that any other subscription than those I have mentioned above, had been obtained since the time I had last seen the book ; I therefore parted with him under the impression that he was rejoiced to hear the intelligence I had communicated to him. As nearly as I can remember, it was on the 14th July, certainly it was before the 15th of that month, Mr. Kolfage called on me at my residence near Windsor, and asked me in what Bank I would recommend him to pay his deposit of ten per cent. upon the £500 of stock he had subscribed for, in the Amherstburgh Stock Book, (he having been one of the first to subscribe.) I replied, that in my opinion it was immaterial where he made the deposit, so long as it was paid into any of the chartered banks of the Province, but I added that I had paid my deposit upon the stock I had subscribed for into the agency of the Bank of Upper Canada, at Chatham. After some further conversation, in the course of which Mr. Kolfage made no allusion whatever to the Wallace subscription in the Amherstburgh Book, nor did he say anything to lead me to suppose that any subscription whatever had been made in that Book since the time I had last seen it, when it contained only those to which I have above referred, he took his departure, saying, that he would make his deposit also in the Bank of Upper Canada, either at Windsor or Chatham. This conversation took place the day

before the last day on which the law required parties having subscribed for stock to make their deposits, in order that they might be entitled to vote as shareholders at the election of Directors, to take place on the 7th August following. A few days after this interview with Mr. Kolfage, a report reached me that some party or parties had subscribed for £700,000 of stock in the Amherstburgh Stock Book. I naturally became alarmed on hearing this report, and immediately went to Amherstburgh to see Mr. Kolfage, who, when I put the question to him as to whether there was any foundation for the report I had heard, answered in the affirmative; I then expressed my surprise at his not having communicated this intelligence to me before, to which he answered that he had not thought it necessary to do so. I then requested him to allow me to look at the Book, in order that I might see in what names this large amount of stock had been taken; he first declined to show me the Book, but on my pressing him he said he could not do so even if he were so inclined, since he had some time before handed the book to Mr. Parke, who still retained it in his possession. Mr. Kolfage, however, consented to accompany me to Mr. Parke's for the purpose of desiring him to show the book; we accordingly went to Mr. Parke's together, when Mr. Kolfage requested Mr. Parke to shew me the Book; Mr. Parke replied that he would have no particular objection to do so, if it were in his power, but that it was impossible, because his brother who was then absent in Buffalo or elsewhere, had carried with him the key of a large iron safe, in which the book had been placed for safe keeping. Mr. Kolfage was particularly anxious that the Book should be shewn to me, and expressed some annoyance at the evident evasion of Parke, seeming to feel that the tale about his brother having carried away the key of the safe was a very improbable one. Mr. Parke, however, told me that he expected his brother to return home on the following Wednesday, and that if his brother was willing to shew me the book, he would send me word, in order that I might come down and see it. After the interview above referred to I met Mr. Zimmerman, by previous arrangement at London, in order that we might take advice from counsel as to the best mode of proceeding to get possession of the Book: the result was, that Mr. Beecher, Barrister, advised me to *Replevin* the Stock Book.

Acting under this advice. on the following Wednesday, without waiting to be sent for, I went to Amherstburgh accompanied by the Sheriff of Essex and Mr. O'Connor, Barrister, at Windsor, with the intention of executing the Writ of *Replevin*, which was directed against Mr. Kolfage. On our arrival at Amherstburgh I was advised, that as the Book was not in the possession of Mr. Kolfage, I could not take it out of the possession of Mr. Parke with that writ. Up to this time I had entertained doubts as to the truth of the story about the Book being in Mr. Parke's possession, and it was in consequence of these doubts that I had taken out the Writ against Mr. Kolfage; but becoming satisfied from information communicated to me after my arrival in Amherstburgh, that the book really was in Mr. Parke's safe, I made no mention either to Mr. Kolfage or any of his friends, of my intention to *Replevin* the book. I, however, saw Mr. Thomas Parke in the street, and in conversation with him, I stated that as his brother had now returned, with the key, I hoped he would have no objection to shew me the book. Mr. Parke replied, that

when I had last called upon him, he told me that after his brother's return he would send me word if he was willing to shew me the book, and that as he had not sent me word, I could not complain at his having put me to the trouble of coming down a second time. It is not necessary for me to repeat all that passed between Mr. Parke and myself, it is sufficient for me to say, that he distinctly told me, that I could not see the book. Upon this I returned to Sandwich, and acting under the advice of Counsel, took out a writ of *Replevin* against the Messrs. Park and John McLeod. I was induced to take this course, in order that I might take the book out of the possession of any one of these parties, in whose keeping I might find it. On the third occasion of my visit to Amherstburgh I was accompanied by the Deputy Sheriff of Essex, and a gunsmith from Sandwich. The gunsmith having, by my direction, furnished himself with powder and fuze in order that if Mr. Parke should decline to open his safe and surrender the book, I might take the most effectual means of getting it, by blowing the safe open with gunpowder. We, however, had no difficulty in obtaining possession of the book on this occasion. Mr. Parke bowed to the authority of the law, and merely protesting against my conduct quietly handed over the book. On obtaining possession of it, I at once became satisfied of the fraudulent nature of the subscription for the following reasons: First, The party in whose name a subscription purporting to be for £500,000, was a mere man of straw, whom I had good reason to believe, was not worth £500, in the whole world. The individual I allude to was one William Wallace, a civil engineer, who a few months before had written to me (enclosing letters of introduction from the late Judge Strachan of Goderich, and Mr. Alexander Douglass of Fort Erie,) applying for employment in his professional capacity, for which employment some five or six hundred pounds a year would have been liberal compensation. Secondly, The manner in which the subscription was entered in the book, afforded (to my mind) clear evidence of fraudulent intention, for the following reasons: The Amherstburgh stock contained a heading, of which the following is a copy, together with the manner in which other parties had subscribed their names on the same page, above the name of Mr. Wallace, who it will be observed omitted to state the number of shares for which he intended to subscribe, and so placed his figures that but £500 appears under the column for £s, while the three other cyphers are placed under the column of shillings and pence, while further on, under the column for dollars and cents, appears the figures to represent \$2000, while the remaining three cyphers are under the column for cents:

PROVINCE OF CANADA.

Amherstburgh and St. Thomas Railway Company. Capital Stock, One Million Pounds, currency, or \$4,000,0000,

In Forty Thousand Shares of Twenty-five Pounds, or \$100 each. Deposit, ten per cent.

We the undersigned respectively hereby bind ourselves to, and promise and agree to, and with the Amherstburgh and St. Thomas Railway Company to take the number of shares in the Capital Stock of the said Company, set opposite our

respective names, and to pay all calls thereon according to the Regulations or By-laws of the said Company, hereinafter to be passed.

NAME.	RESIDENCE.	No. of Shares	Amount in Halifax Currency and Dollars.				
			£	s.	d.	\$	cts.
John A. Kane,.....	Amherstburgh.	5	125	0	0	500	00
R. A. Elliott,.....	"	20	500	0	0	,000	00
Wm. Bungy,.....	"	2	50	0	0	200	00
Chellis M. Carpenter,.....	"	2	50	0	0	200	00
Alex. Jones,.....	"	2	50	0	0	200	00
Chas. McLeod,.....	"	2	50	0	0	200	00
Chas. McLeod,.....	"	2	50	0	0	200	00
William Bartlett.....	"	1	25	0	0	100	00
Joseph Munger,.....	"	1	25	0	0	100	00
Thos. Boyle,.....	"	4	100	0	0	400	00
J. R. Berthelot,.....	Anderdon.	10	250	0	0	1,000	00
William Wallace,.....			500	000		2,000	000

On the same day that I first went to Amherstburgh with the intention of *Replevining* the book with the Writ against Kolfage, Mr. Greer called at my house in the morning, and being told that I was not at home, he went to Sandwich, where, while waiting for the Sheriff to accompany me to Amherstburgh, I met Mr. Greer in the street. He told me that he had come from Hamilton on purpose to see me on Railway matters. Mr. Greer then requested me to afford him a private interview, and in compliance with his wish I accompanied him to an adjoining hotel, where, in a private room, Mr. Greer communicated to me the fact, that he had called upon me as an agent of Mr. Buchanan, who, as he alleged, was desirous of securing my co-operation in his (Mr. Buchanan's) plans to get the control of the Southern line of Railway. I cannot recall the exact words that passed between Mr. Greer and myself, but suffice it to say, that from what he communicated to me, I became satisfied that Mr. Buchanan was interested in what I afterwards discovered to be the Wallace subscription. To save Mr. Zimmerman from ruin, it was absolutely necessary to establish the illegality of that subscription. Mr. Greer gave me to understand that Messrs. Parke and McLeod, of Amherstburgh, were acting in concert with Mr. Buchanan in his plans with reference to the Southern Railway, and that Mr. Buchanan was particularly anxious that I should join his party, in order, as he alleged, to prevent disputes arising thereafter, which disputes might have a damaging effect upon the prospects of the enterprise. Feeling that I was bound at all hazards to save Mr. Zimmerman, and well knowing that if Mr. Buchanan had been confident of the legality of his position, as a party interested or intending to become interested, in a subscription for an amount sufficiently large to enable him to control the Company, there could be no reason why he should concern himself about me. I at once looked upon his advances to me, through his agent, as strong evidence of a consciousness on his part of the unsoundness of his position, and feeling it to be of great importance I should secure some unmistakeable proof of the fact, that he felt that he stood on doubtful, if not

demand therefrom, his outlay for the Amherstburgh and St. Thomas Railway, which may not be recovered from the Company or amalgamated Companies.

3rd. The agreement now made is to be clearly understood as being instead of, and as setting aside all former agreements, written or verbal, between the parties of the first and second part.

TORONTO, 6th March, 1857.

John McLeod, Esq.,

In arranging the differences regarding the Amherstburgh and St. Thomas Railway Company, it is understood, and I hereby bind myself, that you and Mr. T. J. Park and Mr. William Wallace, will be paid by the Company two thousand five hundred pounds each, for your preliminary services to the Amherstburgh and St. Thomas Railway. The same to be paid in cash or paid up shares at par on the opening of the road.

I am Sir,

Yours &c.,

(Signed,) SAMUEL ZIMMERMAN.

Informing me at the same time that these were the arrangements finally agreed upon by all the parties named in the agreement, who were to meet in a day or two for the purpose of signing the same, and thus putting an end to all difficulties.

I next saw Mr. Zimmerman on the morning of the 12th March, the day on which he was killed, when, to my surprise, he informed me that new difficulties had arisen, owing to an increased demand having been made by Mr. McLeod. On the following Monday, when returning from Mr. Zimmerman's funeral, Mr. O'Reilly also told me that the reason why the papers had not been signed was because Mr. McLeod had demanded an additional £1,000 for himself. On Friday after Mr. Zimmerman was buried Mr. T. Galt called upon me, at the House of Assembly, when, in an interview which took place between us in the library, he stated that he had come to me to ascertain whether I would be willing to assist in carrying out an arrangement by which Messrs. Gzowski & Co. should be placed in the position occupied by Mr. Zimmerman before his death, with reference to the agreement concluded between Messrs. Wythes and Zimmerman, in England, on the 26th September last. To this I replied, that I did not feel myself at liberty to enter into new relations with any parties without first consulting the executors or representatives of Mr. Zimmerman. The very same evening I informed the Hon. Mr. Morrison (and one of the executors of Mr. Zimmerman) of what had taken place between Mr. Galt and myself. After this I had several interviews with Mr. Morrison, on all of which occasions I was assured by that gentleman that both he and the executors of Mr. Zimmerman fully appreciated the straightforward manner in which I had always conducted myself towards them, and that he would take no important steps in relation to the affairs of the Southern Railway without consulting me or letting me know of his intentions. Being unwilling to enter into any arrangement which would involve an acknow-

ledgment on my part of the honesty of the Wallace subscription, and the legality of the Board elected by Mr. Buchanan, which I felt would be tantamount to an admission that the course I had been pursuing was wholly unjustifiable, and finding that the executors of Mr. Zimmerman were negotiating with other parties without consulting me, I at once felt relieved from any obligation to them, and having always been averse to the plan of amalgamating the Amherstburgh and St. Thomas and Woodstock and Lake Erie Companies, which I had only consented to during Mr. Zimmerman's lifetime, because, after having made two attempts, I found it impossible to get a charter for a through line, I determined, after consultation with some of my friends, and receiving assurances that I would be strongly supported, to make the attempt. Before I had decided upon this course, however, Mr. Vansittart, of Woodstock, called upon me and volunteered his services with a view to effecting a satisfactory arrangement between myself and the Buchanan party. Although our previous acquaintance had been *very slight indeed* he began by making protestations of regard amounting almost to friendship. He went on to say, that if I would be "good enough" to give him my confidence, he was persuaded he could render me important and valuable service; he next entered into a description of his circumstances, and concluded by informing me that he would expect to be paid for his services, and that he would like to have the amount he was to receive arranged beforehand. I at once saw through the real character of the man, and decided how to treat him: I accordingly began by telling him that before he could reasonably expect me to promise him any particular amount for his services, it would be but proper that he should explain what those services were to be, upon which he stated that he thought he could induce the parties with whom he proposed to negotiate on my behalf, to carry out the arrangement between the late Mr. Zimmerman and myself, and that if he succeeded in doing so, he thought £2,000 would be a moderate sum for him to receive for so important a service. Being amused with the coolness of the proposal, and by the diplomatic style adopted by the little gentleman; and desiring still further to draw him out, I suggested that half the sum he had mentioned, or £1,000, would in my opinion be a sufficient compensation for a few days time spent in so interesting an employment. To this he replied that it was a delicate subject for a gentleman to discuss, but he thought my views were sufficiently liberal. Thus ended our first interview; immediately after which Mr. Vansittart set to work in earnest, and I must do him the justice to say that he was most industrious; for he flew up and down between Toronto, Hamilton and Woodstock for many days, in a most wonderful manner. At length discouraged by the fruitlessness of his exertions, he begged me to give something in writing to shew that he really was authorized to act for me, and what I would be willing to do, whereupon I gave him the memorandum which he has since published, and by way of encouraging him to renewed exertions, I told him if he could get the parties he was negotiating with to pay me £50,000 for my interest in the contract, I would allow him £10,000 for his trouble. This he declared to be positively munificent, and I need hardly add, that he a second time entered upon his negotiations with renewed energy and with all the determination of a wily and profound diplomatist. From the time of the interview above referred to, I cannot recollect having seen anything of Mr. Vansittart till within the last few days. Why he did not return to me and report progress, I

am at a loss to conjecture, unless it be that the *sapient* "Isaac" may have thought it advisable to retain him about his person as a *confidential* adviser. During the intercourse which took place between Mr. Morrison and myself, I repeatedly urged him to introduce a Bill to incorporate a new Company to build a through line from the Niagara River to the Detroit River, but though he admitted that an independent line would be far preferable to the proposed amalgamation between the Woodstock and Lake Erie, and the Amherstburgh and St. Thomas Companies, he expressed his fears that it would be impossible to carry the Bill, and I could not induce him to make the attempt. About a month ago, without having informed me of his intention to do so, Mr. Morrison went to Woodstock and entered into arrangements by which he was made President of the Woodstock and Lake Erie Railway Company; and from all I could learn, (for Mr. Morrison, though having daily opportunities of doing so, never held any further communication with me after his return from Woodstock) I was induced to believe that it was his intention to recognize the legality of a contract, said to have been recently given out by the Buchanan Board of the Amherstburgh and St. Thomas Railway Company; whose legality Mr. Morrison had throughout disputed. I should have mentioned before, that I had on more than one occasion before the death of Mr. Zimmerman, expressed both to him and Mr. Morrison, my surprise and disappointment, that after the laps of so many months, so little progress had been made in the Chancery suit. The answer always was, that they dared not press the suit lest the Court might decide *against* the legality of *both* Boards, but I never clearly understood why they should have been under any such apprehensions till within the last month; when having obtained possession of, and carefully read over all the statements and counter statements of the contending parties, I became strongly impressed with the belief (and I am convinced that any impartial person who will take the trouble to read all the chancery paper, must come to the same conclusion) that the taking of stock of the late Mr. Zimmerman, as well as on the part of Mr. Wallace, was all a show, and that in reality Mr. McBeth, Mr. Kolfage and myself were the only parties who had properly complied with the requirements of the charter, by paying *our own* money into a chartered bank, *bona fide*, and at the proper time.

Of the alleged deposit of £25,000 by Mr. Zimmerman, in his own Bank, to the credit of the Amherstburgh and St. Thomas Railway Company, not one farthing has been expended, nor has a shilling of the money subsequently deposited by Mr. Buchanan to the credit of the same Company, ever been chequed out or expended. No work has ever been done upon the extension of the Woodstock and Lake Erie Railway Company, nor has any expenditure been made in work on the line of the Amherstburgh and St. Thomas Railway Company.

The condition of the charter for the extensions of the Woodstock and Lake Erie Railway Company, have not been complied with, and the time within which the Act requires that the building of those extensions should be commenced, will expire on Monday next, the 18th inst.

In conclusion I have only to state, in refutation of the charges brought against me by my opponents, "that I have introduced the Bill to Incorporate the Great

“Southern Railway Company from purely selfish motives, and with a view to “being bought off,” as they express it; that on three different occasions within as many weeks, offers have been made to me, to induce me to abandon the stand which I have taken; which I had only to accept, to secure a larger fortune than I could ever dream of making by any other means. The last of these offers was from the Receiver General, in a memorandum in his own hand writing, in the following words:

“Mr. Rankins Bill to be carried through with a clause authorizing the stock now held by Mr. Buchanan to be stock in the through line. “The line to have power to amalgamate with the Woodstock line, and the payment of interest to be secured and paid to the Government for the Municipalities until the Woodstock line is completed, upon the £145,000 invested by the Municipality or to receive payment for the same in Bonds of the Southern line. The Provisional Directors to be satisfactory to all parties. The line to be proceeded with at once. Mr. Rankin to have secured to him his share in the contract as agreed with Mr. Zimmerman in July, 1856, by Messrs. Wythes and Buchanan.

I have, however, promptly rejected every proposal of compromise that has been made to me, simply because, I cannot consent for any pecuniary consideration whatever to become a party to the carrying out of plans conceived in barefaced and deliberate fraud.

Under the amalgamating scheme of Messrs. Buchanan and Morrison, the Capital Stock of the amalgamated Company would be £2,000,000, the first call of ten per cent. upon this capital would amount to £200,000, which would be appropriated as follows, viz:

Expenses of protest and damages on dishonored bills, drawn on the Great Western Railway Company last summer	£18,000
Amount paid by Mr. Buchanan on account of interest on the debt of Municipalities last August	18,000
Amount paid to Mr. De Blaquiere by Mr. Buchanan in August last to get the control of the Woodstock and Lake Erie Railway....	25,000
Amount paid to Mr. O'Reilly	7,500
Amount promised to be paid by Mr. Buchanan to Messrs. Park, McLeod and Wallace	16,000
Debt of Municipalities.....	150,000
	<hr/>
	£234,000

The whole of this large sum would be drawn from the pockets of Shareholders in England and expended as above before a single spade full of earth would be turned, or an hours work done towards the building of the Road, besides which, the amalgamating scheme would involve a useless and losing expenditure of some £400,000 more in building the cross-road from Woodstock to Port Dover, making in all the round sum of £634,000 of worse than needless expenditure, out of the funds of the Company, purporting to be raised to build the Southern Railway.

The hour having arrived for the Sub-Committee to adjourn,

The Witness withdrew.

On Mr. Rankin requesting the Committee to resume the consideration of the Bill to incorporate the Great Southern Railway Company.

Ordered, That the Room be cleared of all persons excepting members of the House.

The Committee deliberated.

Mr. Bowes moved, That the Bill for the incorporation of the Great Southern Railway Company be taken into consideration on Tuesday next, and that it then be the first item on the order of the day.

On which the Committee divided, and the names being called for were taken down as follows:

Yeas :

Messrs. Bellingham,
Bowes,
Bureau,
Christie,
Clarke,
Foley,
Macdonald, Atty. Genl.
Mongenais,
Papin,
Rankin,
Simard,
Smith, James,—12.

Nays :

Messrs. Daly,
Lemieux,
Morrison, Angus,
Morriſon, Jos. C.—4.

So it was carried in the affirmative and ordered accordingly.

The doors were opened.

Adjourned until Monday next, at 11 o'clock A.M.

Monday, 18th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT :

HON. W. B. ROBINSON, VICE CHAIRMAN ;
MR. BELLINGHAM,
MR. BOWES,
MR. BROWN,
MR. BUREAU,
HON. MR. CAUCHON,
MR. CHRISTIE,
MR. CLARKE,
MR. A. A. DORION,
MR. FOLEY,
HON. MR. LEMIEUX,
MR. MONGENAIS,
MR. ANGUS MORRISON,
MR. PAPIN,
MR. RANKIN,
MR. SIMARD, and
MR. WILSON.

The Clerk laid before the Committee the proceedings of, and evidence taken by the Sub-Committee on Friday and Saturday last, as follows :

Friday, 15th May, 1857.

SUB-COMMITTEE MET AT 10 O'CLOCK.

MEMBERS PRESENT :

Mr. BOWES,
Mr. CLARKE,
Mr. DALY, and
Mr. RANKIN.

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

John George Vansillart, Esq., called in and examined.

[By Counsel for Mr. Buchanan.]

Ques. 58. Had you at any time and when, any conversation with Mr. Rankin on the subject of his claims against the estate of Mr. Zimmerman. If yea; state the time, place and purport of such conversation?—*Ans.* I had several conversations with Mr. Rankin on the subject, the precise time I cannot state, but it was within a few weeks since. Those conversations took place, I believe, entirely in Toronto, and principally at Sword's Hotel, where Mr. Rankin was residing. The purport of such conversations, was the precise nature of Mr. Rankin's claims against the Southern Railway combination, as derived principally from Mr. Zimmerman.

Ques. 59. Did Mr. Rankin, on either of the occasions referred to, explain to you the particular nature of his claim. If so. What was it?—*Ans.* Mr. Rankin explained that his claim mainly rested on an agreement under seal from Mr. Zimmerman, for a participation in the contract, for building the road West of St. Thomas, which I understood him to say, represented one-fourth of it. The value of his share in the contract, Mr. Rankin estimated at least £50,000. He afterwards expressed himself willing to agree with the existing combination under Mr. Buchanan, on having £25,000 secured to him, and stipulated for, by a redeeming clause in his agreement with Mr. Zimmerman. Mr. Rankin also gave me to understand, that by another arrangement with Mr. Zimmerman, he would have been entitled to name a sub-Contractor for a certain portion of the work which consideration he valued at £12,500.

Ques. 60. Did he then claim to be entitled to such share in the contract, under his agreement with Mr. Zimmerman, or an equivalent therefor?—*Ans.* Mr. Rankin at first communicated to me his claim to share in the contract, without mentioning a redeeming clause. He afterwards made me aware of the condition that he should

accept £25,000 if Mr. Zimmerman chose to offer it in a specified time, as an equivalent for his share in the contract.

Ques. 61. Did he then say that he was about to introduce a Bill for the incorporation of a new Company, or that any necessity existed for such a Bill?—*Ans.* He did not. He mentioned his intention, if terms could not be agreed upon between Mr. Buchanan and himself, to introduce a Bill to legalize the proceedings of the Amherstburgh and St. Thomas Railway Company, of which he was President, with a view, as I supposed, of some subsequent amalgamation with the Woodstock and Lake Eric, or amalgamations existing with it, but he said nothing of an intention to seek a Charter for a new through line.

Ques. 62. Did he or not express a desire to proceed with the works of the Amherstburgh and St. Thomas line if his proposals were accepted, or a readiness in such case to aid in carrying out the old charter?—*Ans.* Mr. Rankin distinctly expressed his readiness to aid in carrying out the old charter, in conjunction with his own line, if the terms I prevailed upon him to agree to, were accepted.

Ques. 63. Did he use any threat that, in the event of his proposals being rejected, he would throw any obstacles in the way of the old charter being carried out?—*Ans.* Mr. Rankin always said, that if Mr. Buchanan did not make terms with him he would defeat his scheme.

Ques. 64. Did Mr Rankin depute you to act for him in respect of such claim? and if so, with whom did you communicate?—*Ans.* Mr. Rankin accepted my proffered mediation as negociator between himself and Mr. Buchanan. He preferred that I, as his agent, should communicate directly with Mr. Buchanan, but upon my representing that I had to deal with complicated interests, he gave me a discretionary power to communicate with whomsoever I thought it necessary, to attain the end. With this view, and under such sanction, I had interviews with Mr. Buchanan, the Hon. Mr. Morrison, Mr. O'Reilly, and with some gentlemen interested, or indirectly, as I supposed, concerned with the Woodstock Directors in the Railway Board. These communications were not, of course, all made in full, but tempered according to circumstances.

Ques. 65. What was the final result of your communications?—*Ans.* The failure of the negociation.

Ques. 66. Was any written proposition made by you or Mr. Rankin; if so, by whom was it drawn up?—*Ans.* A written proposition, by way of memorandum, was entrusted to me by Mr. Rankin, as his finally authorized basis for negociation. It was drawn up by his own hand.

Ques. 67. Produce such paper. *Ans.* I now produce the original memorandum:—

(Copy.)

Memo. for Mr. Vansittart.

If Mr. Buchanan and Mr. Street (on behalf of Mr. Wythes) will bind themselves to carry out the arrangements entered into between Mr. Zimmerman and

myself, with reference to the Amherstburgh and St. Thomas Railway, and to protect my interests to the full extent to which Mr. Zimmerman had agreed in writing over his own signature, and further, to protect the rights of all other parties, derived from the late Mr. Z., which have been reduced to writing and signed, I will at once abandon all opposition to their plans, and do my utmost to reconcile all conflicting interests.

Ques. 68. Are you acquainted with the present line of road as contemplated from Detroit to the Niagara River; if so, is it a proper and desirable route?—*Ans.* I am not acquainted with the whole line, otherwise than by plans and maps, I have always conceived it to be a desirable route, and have heard it so described.

Ques. 69. As a matter of public opinion, is the Bill introduced by Mr. Rankin a desirable one, or how otherwise?—*Ans.* As a matter of public opinion in my part of the county, the Bill introduced by Mr. Rankin is thought anything but a desirable one, and principally because it omits to protect the Municipalities and individuals in large sums of money, which they have subscribed, and which have been expended on the Road, in good faith, on existing acts of Parliament.

Ques. 70. State any other matter or thing known to you, bearing upon the question now under inquiry?—*Ans.* I well know that the success of Mr. Rankin's present scheme, and consequent defeat of the present combination, under Mr. Wythes and Buchanan, would produce a most injurious result upon the Municipalities interested, and particularly on property-holders and rate-payers in Woodstock. I may instance the fact, that two or three years ago when the Railroad was first considered secure, property in the Town of Woodstock immediately rose very considerably in value. Many persons purchased, relying upon the construction of the road, to protect that value. I myself bought some few lots, to the value of about £3,500, upon which a limited portion was paid down, and instalments with interest have to be made good. The failure of our Railway would cause this to become a serious embarrassment to me, in consequence of the reduction in value of such property, whereas the prosecution of the work, or the well known security of the undertaking, would at least protect me from loss. The amount may be small, but many others who may have ventured in the same way, on the good faith of the existing Railway Charter, feel with myself, from the same cause, great anxiety to see it protected. I have no sort of interest in the contracts, or Railway speculations in any other way, and I don't know that I can state any thing else bearing on the question.

Cross-examined: [*By Counsel for the Bill.*]

Ques. 71. On whose account did you first call on Mr. Rankin in this matter?—*Ans.* On my own account.

Ques. 72. Did you not consult with any body beforehand about doing so?—*Ans.* No one was aware of my intention of putting myself in communication with Mr. Rankin, but Mr. McClenaghan of Woodstock, who felt interested for Mr. Rankin in the matter.

Ques. 73. Who are the individuals that Mr. Rankin's Bill fails to protect for monies expended by them, and what are the amounts?—*Ans.* I understand that Mr. Rankin's Bill fails to protect Mr. Buchanan, and I think also the estate of the late Mr. Zimmerman, in certain amounts expended, or liabilities incurred, though I am not sufficiently acquainted with their affairs to state the amounts. I may add, however, that many other individuals are indirectly interested, and will be losers by the failure of the old scheme, from having, like myself, ventured on certain outlays and undertakings in good faith on the charter.

Ques. 74. Have you always kept possession of the memorandum or answer which you say Mr. Rankin entrusted to you? If so, how did Mr. Buchanan and others get it for publication, and was it with your consent?—*Ans.* I have not always kept possession of Mr. Rankin's memorandum. I entrusted it in the first instance to Mr. O'Reilly, as the representative, with Mr. Buchanan and Mr. Street, the agent of Mr. Wythes, of the Zimmerman interests in the contract. Mr. Buchanan had himself previously informed me that it was impossible for himself or Mr. Street to treat directly with Mr. Rankin, but that Mr. Rankin's claims, as derived from Mr. Zimmerman, must come in with the general arrangement to be made with Mr. Zimmerman's executors, and that Mr. O'Reilly was the proper person to negotiate them. I had been made aware by Mr. Rankin that an insuperable objection existed on his part to holding any communication with Mr. O'Reilly on the subject. I was at the same time fully sensible by repeated observations of Mr. Buchanan's, that the only way I could accomplish an arrangement with himself and Mr. Street, for Mr. Rankin, was through Mr. O'Reilly or by his co-operation. I felt, therefore, that this was one instance in my power to serve Mr. Rankin as his agent, in dealing with a third party with whom he could not communicate in person. In the instance in question, I failing to see Mr. Buchanan, in consequence of the necessity of my proceeding to Woodstock, and I consequently entrusted this memorandum of Mr. Rankin's, to Mr. O'Reilly to submit to Mr. Buchanan and Mr. Street. Mr. O'Reilly expressed his readiness to concur in protecting Mr. Rankin's claim under the late Mr. Zimmerman. I think it was on a Friday, or perhaps Thursday afternoon, that I saw Mr. O'Reilly and gave him the memorandum; on the following Monday a meeting was to be held at the Falls, of the late Mr. Zimmerman's executors, and persons interested with them, to determine whether they would carry on the Railway contract made by Mr. Zimmerman, or substitute any parties to represent their interests in the matter, in short to determine some definite arrangement with respect to the road on the part of the Zimmerman estate, so I was informed. On this occasion, it was manifest that Mr. Rankin's views should be represented as forcibly as possible, in order to obtain a favorable consideration. I conceive that the exhibition in Mr. Rankin's own hand-writing, of his willingness to accept definite terms, would strengthen the probability of their acceptance, and I therefore felt justified in leaving the memorandum in hands other than my own, to be produced, if necessary, at the Falls. It was done, however, with the distinct understanding that the memorandum was my private property, and was to be returned to me after the negotiation was over. Its use for publication, was certainly not with my consent.

Ques. 75. When did you purchase the lots you have alluded to? *Ans.* At different periods. I think in 1854.

[*By Counsel for the Bill.*]

Ques. 76. Do you know anything of any arrangement between the Municipalities and Mr. O'Reilly, acting in the interest of the late Mr. Zimmerman, or for which an Act of Parliament was predicated. If so, state the purport of such arrangement, what steps were taken towards its accomplishment, by whose instrumentality the same was thwarted, with what object, and what means were used by the party opposing such an arrangement, to effect such purpose? *Ans.* I am really unable to say anything about it, as I had no participation in the arrangements referred to

The Witness withdrew.

Hon. *Joseph C. Morrison* called in and Examined.

[*By Counsel for Mr. Buchanan.*]

Ques. 77. Are you a Shareholder in any one or more of the amalgamated Companies. If not, were you so at any time, and when did you cease to be so?—*Ans.* I am not now, but I became a Shareholder in the Woodstock and Lake Erie Railway on the 10th of last month, and ceased to be one on the 10th of the present month.

Ques. 78. Have you any interest in the affairs of either of the branches of the amalgamated line? and if so, what is the nature of your interest therein?—*Ans.* I have no interest in the affairs of either of the lines.

Ques. 79. Have you any knowledge of the reason why the works upon the Amherstburgh and St. Thomas Road have not been proceeded with. If so, state the same?—*Ans.* The reason why the works on the Amherstburgh and St. Thomas Railway did not proceed, arises from the fact of a Chancery suit being instituted on the part of the Board of Directors, of which Mr. Rankin was the President, against the Board presided over by Mr. McLeod, to try the validity of the Election of Directors. Since the death of Mr. Zimmerman the amalgamation of the two lines, and the proceeding with the works of the through line, was also impeded by the claim made by Mr. Rankin.

Ques. 80. When and under what circumstances did you become acquainted with the fact that Mr. Rankin claimed to be interested in the contract with the late Mr. Zimmerman; And what was the nature of such claim?—*Ans.* I think I first heard it from Mr. Rankin himself. The first knowledge I had of it, arose from my communicating to Mr. Rankin, that Mr. Buchanan, Mr. O'Reilly, representing the Municipalities, and Mr. Street, the representative of the English Contractors, all agreeing to amalgamate the three Boards of Directors, and agreeing to protect all interests of the Municipalities and the Zimmerman Estate, and the repayment of advances made on account of the Roads. Upon communicating this to Mr. Rankin, he informed me upon speaking of the contract entered into by the Amherstburgh

Board and Mr. Wythes, and that the Zimmerman Estate had consented to give up their interest in that Contract, that he (Mr. Rankin) had an interest of one fourth in the Contract. I did not then see the Contract, but immediately wrote to the Trustees for a copy, if they had one, which I received by Mail. I communicated this information to the parties concerned. The day after I received the copy, Mr. Vansittart, as the friend or Agent of Mr. Rankin called upon me, as representing the Zimmerman Estate for the purpose, and did state the claim of Mr. Rankin, as being £50,000, which he required to be secured before any amalgamation or settlement should take place. I told Mr. Vansittart that I had a copy of the Contract, and it had a condition of only £25,000, which I would press upon the Executors and all concerned to have secured to Mr. Rankin, it being Mr. Zimmerman's agreement under his own hand. Mr. Vansittart said that Mr. Rankin claimed under some other arrangement, which would secure a further sum of \$50,000 at least. I told Mr. Vansittart that it was totally out of the question. I had several other interviews with him. This claim so advanced was considered by all the parties so extravagant, that negotiations were broken off, and nothing more took place until Mr. Rankin gave notice of his Bill, which closed all chance of a settlement.

Ques. 81. Who is the President of the Company now desired to be abolished, and who is the Vice-President?—*Ans.* The President is A. Rankin, Esq., and the Vice-President is G. Macbeth, Esq., both members of the House.

Ques. 82. Did you make efforts to amalgamate the several existing Companies? If so, when, and how?—*Ans.* Previous to Mr. Zimmerman's death, I took no part in the efforts to amalgamate. Shortly after his death, being a particular friend of his, while alive, the Trustees of the estate requested me to advise them, and gave me authority to make the best arrangement I could, for the amalgamation of the several Companies, and the protection of the interests of the Estate. I communicated with all the parties, and arranged for an amalgamation and the early commencement of the work in the same way—upon, as I understood from Mr. Zimmerman on the day of his death, he contemplated, and as he informed me that day, would be done upon the ratifying of the By-laws of the Municipalities interested in the Woodstock Road which he expected to hear of that night. The three Boards of Directors within the last three weeks passed resolutions and agreed to the amalgamation as originally intended by the Act of last Session, and the By-laws of the municipalities.

Ques. 83. Did you at any time and when and why, become a Director in the Woodstock and Lake Erie Company. Are you still such? If not, when and why did you resign?—*Ans.* I became a Director, as I said before, on the 10th of last month, and was elected President. I resigned on the 10th of the present month, the Presidentship and Directorship, and transferred the stock which had been assigned to me by Mr. Vannorman to qualify me. I resigned because I only went into the Board with Mr. Ridout, the Cashier of the Upper Canada Bank, at the urgent request of the contending parties, and with a view of reconciling the differences existing. I did so most reluctantly, only with the hope of seeing the through line commenced immediately, and the interests of Municipalities protected. My Directorship was to end in June. But as I stated to the Board in my

resignation, I felt it my duty to disassociate with the Company, as the Parliamentary enquiry pending related to matters with which I had no connection.

Ques. 84. You say you failed to accomplish the objects you had in view when you went into the Board—to what do you attribute that failure? *Ans.* I attribute it principally to the difficulties arising out of the claim made by Mr. Rankin, and the proceeding with a Bill for a new Charter.

Ques. 85. Do you think that you could have accomplished that object, and that the works would have been proceeded with long since had it not been for the interference of Mr. Rankin. *Ans.* I think I could have done so.

Ques. 86. Did Mr. Rankin endeavour to stop the progress of the work, with a view to enforcing the parties concerned to yield to his demand. *Ans.* Mr. Rankin stopped the progress of the amalgamation, and the taking of the £300,000 of stock in the Woodstock Road, and if the amalgamation had been effected, and the Chancery Suit stopped, the works would have been proceeded with before now. Mr. Rankin instructed the Solicitor to proceed with the Chancery suit, a few days before he gave notice of his Bill, which further fact complicated the matter.

Ques. 87. What was the amount of the claims of the Zimmerman estate in relation to the matter? *Ans.* The Zimmerman estate claimed, as having been advanced by Mr. Zimmerman, monies to the amount of \$60,000 or \$70,000 on account of the Southern line, and \$50,000 advanced to the Woodstock Company on account of the Municipalities.

Ques. 88. Do you know any other matter or thing important to the question now under inquiry? If so, state the same.—*Ans.* I am not aware of anything in particular, other than what is detailed in the evidence.

Cross-examined [By Counsel for the Bill.]

Ques. 89. Was the ten per cent. upon the Stock taken by the late Mr. Zimmerman in the Amherstburgh and St. Thomas Road actually paid into any Bank? and if into the Zimmerman Bank, was there any particular reason therefor, and has such money, if so paid in, remained continually since available for the purpose of such road and no other? *Ans.* I have no knowledge myself, except as being told by the late Mr. Zimmerman that it was paid into the Zimmerman Bank, in pursuance of the order of the Provisional Directors. I know of no reason why it was paid into that Bank, except that Mr. Zimmerman was connected with it, and that the deposit receipts were signed by the Cashier.

Ques. 90. Upon what capital was the Zimmerman Bank originally established. Has it been sustained by the intervention or aid in any way of other Chartered Banks, and have the securities originally deposited with the Government remained continually available for their original purposes? *Ans.* It was originally established under the free Banking system. I don't know of its having been sustained by other Chartered Banks until after the death of Mr. Zimmerman, when in consequence

of a run on the Bank for gold, prior to his death and immediately after, when the other Chartered Banks agreed to sustain it, by taking the Bills as usual.

Ques. 91. Was the solvency of the Zimmerman Bank at any time questioned, and did the Receiver General's Department, during such period, leave large Government Deposits in said Bank? *Ans.* The solvency of the Zimmerman Bank was never questioned, until parties connected with the Southern Railway, for the purpose of injuring Mr. Zimmerman's position, as controlling the Southern Railway, rumored and created a run upon the Bank. With this exception, I know of no other reason. The Receiver General's Department have deposited large amounts in that Bank during that period.

Ques. 92. If the amount deposited upon the Zimmerman Stock in the Amherstburgh and St. Thomas Road had been withdrawn from the Zimmerman Bank, would it have affected the solvency of such Bank? *Ans.* I do not think it would have done so.

Ques. 93. Has paper of the late Mr. Zimmerman's falling due at New York or elsewhere, been protected by you, or in any way through your intervention or that of any other person connected with the Receiver General's Department, either shortly before or since the death of Mr. Zimmerman, and if so, what was the amount of such paper? *Ans.* I am not aware of any falling due, and none has been protected by me, or any person to my knowledge, in the Receiver General's Department.

Ques. 94. With what means could the works of the Amherstburgh and St. Thomas Road have been proceeded with, if they had not been stopped for the reasons you have before alleged? *Ans.* By means of Mr. Buchanan's subscription and the other Stockholders in the Road, as well by the raising of means in England, as contemplated by Mr. Buchanan and the parties interested.

The hour having arrived for Sub-Committee to adjourn.

The Witness withdrew.

Saturday, 16th May, 1857.

SUB-COMMITTEE MET AT 10 O'CLOCK.

MEMBERS PRESENT :

MR. BROWN,
MR. CHRISTIE,
MR. CLARKE,
MR. FOLEY,
MR. ANGUS MORRISON,
HON. MR. JOSEPH MORRISON, and
MR. RANKIN.

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

J. M. McLeod, Esq., called in and Examined.

[*By Counsel for Mr. Buchanan.*]

Ques. 95. State what the nature of your connection with the Amherstburgh and St. Thomas Railway Company is, and how and when you became so connected.

Ans. In the year 1852, the Hon. W. H. Merritt communicated with Mr. Park of Amherstburgh and myself, and several other gentlemen with the intention of agitating or getting up petitions for the purpose of obtaining a charter for a through line from the Detroit River to the Niagara River. Our negotiations and exertions continued till the Session of 1854, when Mr. Rankin was returned for the County of Essex. During those two years, Mr. Park and myself visited most of the Municipalities from Amherstburgh to St. Thomas, and prevailed upon them to petition Parliament for the accomplishment of the above object. I was requested to attend the County Council of Kent, (I think in 1853) then in session, and to urge upon them the necessity of passing a Resolution, that they would take stock should a charter be obtained. I did so attend, and after hearing my exposition they unanimously passed a resolution, that the Municipality of the County of Kent should take £500,000 of Stock in the Southern Railway if a through charter could be obtained. This was before the election of Mr. Rankin, and before he had any connection with the Southern Road. In the session of 1854, at Quebec, the Hon. W. H. Merritt introduced a Bill for a through charter from the Detroit to the Niagara River, which Bill was rejected by the Railway Committee, (of which Committee Mr. Rankin was a member,) although petitioned for by all the Municipalities from Amherstburgh to St. Thomas. In the session of 1855, the half measure, called "The Amherstburgh and St. Thomas Railway" was passed, wherein a clause was inserted requiring £500,000 of Stock to be taken, and ten per cent. upon it to be paid thereon; That immediately thereupon four Stock Books were opened in the Towns of St. Thomas, Chatham, Windsor, and Amherstburgh. Subscriptions by

the Municipalities and private individuals were taken to nearly the amount of £200,000. Finding at that time that it was impossible to get the necessary amount of stock subscribed, it was proposed to have a Bill introduced in the session of 1856, for the reduction of stock, to one half the amount.

Ques. 96. When was the subscription of Mr. Wallace made. And whether or not was it a *bona-fide* one? *Ans.* While attending the Session of 1856 at Toronto, I found that it was the universal impression, that from the same combination of influence that defeated Mr. Merritt's through Bill in 1854, the amendment for the reduction of Stock would not be granted. Mr. Merritt, Mr. Park, and myself in conjunction with some other gentlemen in Toronto, commenced negotiations for the purpose of subscribing the full amount of Stock necessary to form the Company. During these negotiations in the early part of May 1856, Mr. W. Wallace of Fort Erie, C. W., Civil Engineer, came up to Amherstburgh for the purpose of making arrangements for the formation of the Company, and commencing a survey of the line. In conversation with him upon the subject, he stated, that the capitalists connected with the Michigan Southern Railway, the New York Central Railway, and the City of Buffalo, with whom he was intimately acquainted, had repeatedly expressed themselves to him, very favorable to the construction of the Southern Road, as forming the only link wanting for the connection of the Eastern and Western Railways in the United States, and that he had no doubt through his influence with them, and the confidence they reposed in him, they would advance the amount requisite to form the Company. He proposed to subscribe the whole amount of Stock himself and transfer it afterwards to these parties who should advance the aforesaid money. He told me that the Buffalo and Utica Road in the State of New York and some other Railway in the same State, of which I do not now recollect the name, was organized and Stock taken by him in the same manner, and ultimately transferred to the Capitalists who built the Road. That these Roads were built under his superintendence as Chief Engineer. On the eighth of May, the people of Amherstburgh, anxious to have the survey of the line commenced for the purpose of ascertaining the probable cost of the Road, held a meeting at which Mr. Wallace was authorized to commence the survey, and the sum of £250, was subscribed and paid to Mr. Wallace, in order to assist him to pay the expenses of the survey. At that meeting I was not present, being absent from home. On my return I was waited upon, I think by the Secretary of the meeting, for the purpose of obtaining my subscription to further the object of the survey, at which time he informed me, that Mr. Wallace had subscribed £500,000 necessary to form a Company thus carrying out his ideas communicated to me on former occasions. A few days afterwards I met Mr. Wallace on his way from Amherstburgh to Buffalo, when he informed me, that in fulfilment of his former proposition, he had subscribed the Stock, and was then on his way with the Stock Book in his possession, (having first obtained permission from the Director in whose custody the Stock Book was placed, by a Resolution of the provisional Committee) for the purpose of transferring the Stock to the Capitalists who should advance the money. During the months of May, June, July, and August, the Survey was continued with.

Ques. 97. Were you, as one of the Provisional Directors, present at a meeting of such Directors at St. Thomas on the 5th July, 1856? If so, what proceedings were taken by them? *Ans.* I was not present at the clandestine meeting called by Mr. Rankin, one of the Provisional Directors, for the simple reason that I was never notified, although I believe I was present at every meeting of the said Directors held at St. Thomas or any other place, from the period of the granting of the charter. The proceedings taken by them as I afterwards saw advertised in the public prints, were, that they had closed the books, and that ten per cent. on the Stock subscribed was required to be paid within ten days of their meeting, otherwise the Stock subscribed would forfeit the right to vote at the election of Directors, which was to take place at Amherstburgh on the 7th August.

Ques. 98. Are you aware that two of the members of that Committee were not notified of the meeting, and if so, do you know why they were omitted by Mr. Rankin? *Ans.* Mr. Kolfage and myself, two of the Provisional Directors residing at Amherstburgh, were not notified of the meeting, and, of course, were not present. I am unable to give a reason, unless it was that Mr. Rankin feared that something might leak out of his private arrangement with Mr. Zimmerman, in connection with the £25,000, he having called the meeting on no authority but his own.

Ques. 99. What arrangement was made with Mr. Buchanan on the subject of his paying the necessary deposits upon the Stock subscribed for? *Ans.* About the 10th July I was first aware of the meeting of the Directors at St. Thomas. I, therefore, at once communicated with Mr. Wallace and Mr. Park, and we concluded to proceed to St. Catherines to see Mr. Merritt, and to Buffalo to see Mr. Patchin the Banker, and other capitalists, for the purpose of raising the ten per cent. on the Wallace subscription. We first had a communication with Mr. Merritt, when it was agreed that we should deposit our joint notes for £25,000 in the Banks at St. Catherines, in order to obtain a discount thereof, which we did, and that we would proceed to Buffalo and try there to obtain from the capitalists with whom Mr. Wallace had been negotiating, the other £25,000. On our way to Buffalo we accidentally met Mr. Patchin on board the steamer Clifton, on his way to Buffalo, who agreed with Mr. Wallace that he would come down to St. Catherines on the Monday following, and deposit in the Bank there the £25,000, and take a transfer of the Stock which that amount represented as the ten per cent. Mr. Park and myself then proceeded on to Amherstburgh, and on the Monday morning following, we, to our astonishment, received a telegraph from Mr. Buchanan of Hamilton, (with whom, up to that time, we never had any communication on the subject) stating that he was on his way to Amherstburgh, with the money to pay in the ten per cent. on the Wallace subscription. We therefore proceeded to Windsor in order to meet Mr. Buchanan, and ascertain the meaning of the telegraph. We met him there, when he proposed to advance the money on the Wallace subscription, if we would guarantee the transfer of the stock by Mr. Wallace to him. We objected, and wanted to know his reasons for obtaining the stock, as we were suspicious that he wished to obtain possession of the Charter, for the purpose of transferring it to the Great Western Railway company, and thus prevent the Road being built, as we imagined that it would be for the interest of the Great Western Railway to

have no opposing line. Mr. Buchanan explained that the money was already subscribed in England for the building of a double track on the Great Western Road, and that the Canadian Directors, as well as the stockholders in England, had decided that it would be preferable to build the Southern line of Railway, which would be cheaper and of easier grade, than a double track on their own Road. We then asked him what guarantee he would give us that the Road should be built as he represented; he said the best guarantee he could give was the paying in of the money into the Bank, to the credit of the Amherstburgh and St. Thomas Railway Company, in the names of the parties in Amherstburgh, who had subscribed stock, and make them Directors in the Company, and that he would also give us his own written guarantee that the Road should have its western terminus at Amherstburgh as well as Windsor. (See agreement in Mr. Buchanan's evidence.) We were under the impression that this arrangement would be preferable for the interests of the Company to making it over to American capitalists; and concluded the arrangement with Mr. Buchanan. We then proceeded to Hamilton, when Mr. Buchanan handed to me the following certificate of deposit, of which the original is now produced, and the following is a copy :

OFFICE, BANK UPPER CANADA,

HAMILTON, 15th July, 1856.

I hereby certify that William Wallace has deposited in this Branch the sum of fifty thousand pounds currency (£50,000) to the credit of the Amherstburgh and St. Thomas Railway Company, as a payment on shares subscribed by him, in said Company.

(Signed,)

ALFRED STOWE,

Cashier.

It was also agreed that as the time did not admit of notifying the parties in Amherstburgh, who had subscribed stock to pay in the ten per cent., that Mr. Buchanan should also advance the money for them, and that they were to give their notes at ninety days for the respective amounts paid for them, which notes were subsequently given, and the certificates of deposit were issued by Mr. Stowe, Cashier Bank of Upper Canada, Hamilton, and worded similarly to the Wallace certificate, to the following parties:—J. R. Berthelot, £25; John McLeod, £100; Theodore J. Park, £100; J. W. Redsdale, £25; Peter Menzies, £25; William Duff, Sen'r, £25; Bartley Elliot, £25. The originals of which certificates are now produced. I mentioned to Mr. Buchanan that I had been at a great expense, and a great loss of time since 1852, in assisting to obtain the Charter, and that I should likely be called upon before the completion of the Road to expend more time and money in the furtherance of that object, and that I ought to be remunerated for the same. It was then verbally agreed, that on the completion of the Road, two hundred shares of the Company should be allowed to me. That I never to this moment have received one dollar for remuneration of services or expenses, with the exception of the part payment of my expenses while in England, by Mr. Buchanan.

Ques. 100. Were you present at a meeting held at Amherstburgh on the 7th August, 1856? If yea, who were present and what proceedings were taken?
Ans. I was present at a meeting of the Shareholders of the Amherstburg and St. Thomas Railway Company, called by the Secretary (appointed at Mr. Rankin's meeting of Provisional Directors on the 5th July at St. Thomas) to meet in the Town Hall, at 12 o'clock, noon. At which meeting the before mentioned certificates of deposit were produced, and nine Directors appointed of whom I was chosen Chairman. I was not notified of any other meeting, but Mr. Rankin met me in the street and asked me into Mr. Horseman's Hotel, to try and come to some arrangement. While in the room, with some other gentleman, he tried to form a meeting of Shareholders under the Zimmerman subscription; I objected to the legality of the meeting, and left the room. In the morning before these meetings took place, Mr. Zimmerman was introduced to me. He said he wished to make some arrangement with me—he remarked that he found that he had got the wrong sow by the ear, that he saw that morning that he was in the wrong boat, that he was entirely in my power, and that if I would only side with him, I could name my price. I answered, that I would not betray the interests confided to me, for any amount he could offer to me. In the afternoon I was waited upon by Mr. Woodruff and Mr. McMicken, and informed that I was appointed a Director in their Board. I would state that at the Meeting held in the Town Hall, the Secretary produced the following certificates of deposit, made in the Zimmerman Bank, to the credit of the Amherstburgh and St. Thomas Railway Company in the names of the following parties, and for their respective amounts:—S. Zimmerman, \$80,000; M. Zimmerman, \$10,000; R. G. Benedict, \$2,000; J. W. Dunklee, \$2,000; Jno. Spalding, \$2,000; J. A. Woodruff, \$2,000; G. McMicken, \$800, and James Zimmerman, \$400, making in all the sum of \$99,200. Also a certificate of deposit from the Bank of Montreal at St. Thomas, in the name of G. Southwick, Esq., M. P. P., for the sum of twenty-five pounds, also to the credit of the Amherstburgh and St. Thomas Railway—the originals of which I now produce.

The hour having arrived for the Sub-Committee to adjourn,

The Witness withdrew.

On Motion of Mr. Brown, Ordered, That the Sub-committee now sitting to receive Evidence on the Great Southern Railway, have leave to sit during the day, notwithstanding the House being in Session, and that in the event of either of the parties objecting thereto, that the Chairman do ask leave of the House for the sitting of the said Sub-Committee.

Adjourned until tomorrow, at 11 o'clock, A.M.

Tuesday, 19th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

HON. SIR ALLAN NAPIER MACNAB, BART., CHAIRMAN,
MR. BELLINGHAM,
MR. BOWES,
MR. BROWN,
MR. BUREAU,
HON. MR. Atty. Gen. CARTIER,
HON. MR. CAUCHON,
MR. CHRISTIE,
MR. CLARKE,
MR. DALY,
MR. ANTOINE AIME DORTON,
MR. FOLEY,
HON. MR. LEMIEUX,
HON. MR. Atty. Gen. MACDONALD,
MR. MONGENAI,
MR. ANGUS MORRISON,
HON. MR. JOSEPH C. MORRISON,
MR. PAPIN,
MR. RANKIN,
HON. MR. ROBINSON,
MR. SIMARD,
MR. JAMES SMITH,
HON. MR. SPENCE, and
MR. WILSON.

The Committee resumed their further consideration of Bill (No. 253) to incorporate the Great Southern Railway Company.

The Clerk laid before the Committee the proceedings of, and Evidence, taken before their Sub-Committee the previous day, as follows:

Monday, 18th May, 1857.

SUB-COMMITTEE MET AT 10 O'CLOCK, A.M.

MEMBERS PRESENT :

MR. CLARKE,
MR. FOLEY,
MR. MONGENAI, S,
MR. ANGUS MORRISON, and
MR. RANKIN,

The Counsel for the Bill were in attendance.

The Counsel for the Petitioners against the Bill were in attendance.

J. S. Vosburgh, Esq., called in and Examined.

[By Counsel for Mr. *Buchanan*.]

Ques. 101. Where do you reside, and your occupation?—*Ans.* I reside at Chatham, and am a merchant.

Ques. 102. Were you one of the four petitioners for the present Bill? Why did you sign the petition, and have you, or not, withdrawn your name therefrom, if so, how and why?—*Ans.* On the 16th April last, Mr. Rankin called on me at Russell's Hotel, Toronto. After the ordinary conversation of the day, he said he wished to see me on a matter of business privately, and after stepping aside he began conversing with me on the subject of the Great Southern Railway.

All I knew of the matter at that time was, that there existed chartered companies for the Woodstock and Lake Erie and St. Thomas and Amherstburgh Railways, which, by virtue of their original charters and amendments thereto, had the power to construct links of the whole line from the Niagara to the Detroit River. That some of the capital stock was taken up and the required ten per cent paid in; that two different boards of directors had been elected for the St. Thomas and Amherstburgh line, that the late Mr. Zimmerman and Mr. Rankin, Mr. Isaac Buchanan and Mr. John McLeod, together with a number of others, were contending for the right to control the Railway or the construction of it, and that a suit in Chancery had been instituted.

At that time Mr. Rankin told me the McLeod party wished to get rid of him (Rankin) altogether; that they would sell the charter to the Great Western Railway or hold it in abeyance, that all they wanted was to make something out of it that they had repeatedly offered him £25,000 to cease his opposition which he had indignantly refused, and that his only object was to accomplish his undertaking and carry the road through and make good his pledges to the people of Essex and Kent, and which he was working hard for; that he had stirred up the Chancery suit, and that the whole matter was surrounded with insurmountable difficulties as it was

then, and that the only way to ever get our road was to get a new charter, and solicited my name to a petition praying Parliament to grant a charter to incorporate the Great Southern Railway Company, and I, taking everything he said in good faith, signed the petition.

Since that time I have had opportunities of satisfying myself that those representations were such as I should not have placed the least confidence in, and indeed acting under these convictions, I did on the 15th of May, inst., address a letter to the Chairman of the Railway Committee requesting him to withdraw my name from the petition which I had signed as above.

The following is a copy of the letter referred to.

Toronto, 15th May 1857.

To the Chairman of the Committee on Railways, Canals and Telegraph Lines,
Legislative Assembly.

SIR:—Some time since I was induced by A. Rankin Esq., M. P. P. and under a misapprehension of the facts of the case, to sign a petition to the Parliament of Canada, praying for a new charter for the Great Southern Railway now under consideration by your Committee. I now beg to withdraw my name from said Petition.

I was not aware it was to be used in connection with a notice published by others in the Official Gazette, and with which I had nothing to do, nor was I aware of there being such notice.

My sole object if possible was to facilitate the construction of this great public improvement.

Instead of which I apprehend the present course is calculated to retard if not altogether prevent the same from being carried into effect.

I have the honor to be,

Sir,

Your most obedient servant,

J. S. VOSBURGH,

Chatham.

Before sending this letter I felt that Mr. Rankin had deceived me, and I moreover felt that I might innocently be made the means of prejudicing or injuring in some way the interests that have grown up under existing charters; had I sufficiently understood the merits of the question when I was solicited to sign and did sign the petition, it would have undoubtedly been more than sufficient to prevent me from doing so.

The Witness withdrew.

J. M. McLeod, Esq., called in, and Examination continued.

[*By Counsel for Mr. Buchanan.*]

Ques. 103. State all that took place after the Meeting to which you have referred ?

—*Ans.* On the 14th of August, at the urgent request of Mr. Buchanan, I left for England in order to assist in explaining matters to those parties there interested in the Southern Railway. Mr. Buchanan and Mr. Zimmerman followed me to England the succeeding week, and while there they entered into an agreement with George Wythes, Esq., to arrange and settle all their disputes. We all returned to Canada in order to carry out this arrangement. While in England the question of Amherstburgh not being the Western terminus was never mooted, either by Mr. Wythes or Mr. Zimmerman, but after coming back here, from remarks made to me by Mr. Zimmerman during the periods of negotiation, I became convinced that it was his intention to run the Southern line into the Great Western at Kamoka or some other point on that road, for I saw by drawing an air line from Sarnia to the Suspension Bridge, it runs straight through the terminus of the Sarnia branch of the Great Western at Kamoka, and every day convinced me more and more that route would eventually be adopted if I gave up the position I held. After repeated fruitless attempts at negociation, Mr. Zimmerman, finding it no use to dissemble any longer, at last fairly and openly acknowledged to me, that it would be impossible for him to build the road to Amherstburgh, and I have since learned that it was his principal object to attach the Erie and Ontario road to the Southern line, and that if he attached both it and the Amherstburgh and Windsor termini to the scheme, that the incubus on it would be too great for him to get the Capitalists in England to take it up, but he perhaps could do it with only the Erie and Ontario road attached to it. I judged this to be so, partly from remarks made to me while in England by Mr. Gill and Mr. Wait, both gentlemen having large interests in the Great Western road, who, while I was urging on them the superior facilities of the Southern line, to a double track on the Great Western, their answer was “why should we build seventy or eighty miles of a road through a country which both Mr. Zimmerman, and their managing Director in Canada, Mr. Brydges, had represented to them as an interminable swamp, and that it would be more to their advantage to strike their own line as near as possible, where it entered on the plateau of Lake Erie, thus avoiding the grades necessary to descend to Hamilton on the plateau of Lake Ontario, and then rising to the Suspension Bridge, which is back again to the plateau of Lake Erie.” That point as I said before was their terminus of the Sarnia branch at Kamoka, and I have been led to believe that if that could be accomplished the Great Western Company intended removing their workshops from London to Kamoka, and thus make Kamokâ the central head quarters. From these circumstances I was determined not to give up either the position I held, or the money deposited by Mr. Buchanan in the Bank of Upper Canada, and subject to my cheque as President of the road, until I had a guarantee that the Southern road proper, would be built from St. Thomas, through the Southern portions of the Counties of Elgin, Kent, and Essex. Our negotiations continued repeatedly without effect, until the 27th January last, when Mr. O'Reilly, as the representative of Mr. Zimmerman and Mr. Buchanan, requested me to come down again to Hamilton, and try if we could not come to

some arrangement. I proceeded to Hamilton, and my proposition then was, as it always has been, to insure the road being built to Amherstburgh and Windsor, through Elgin, Kent, and Essex, and I will do anything you can honorably require of me. After three days spent in persuading me to give up my position, on the 30th of January an agreement was drawn up and signed by Mr. O'Reilly, as the representative of Mr. Zimmerman; James C. Street, Esq., as representing George Wythes, Esq., of Reigate, in England, Isaac Buchanan, Esq., of Hamilton, and by Mr. Park, of Amherstburgh, and myself, which set forth that the Railway should be built both to Amherstburgh and Windsor, and to conserve the interests of the Western portion of the country. Both Mr. Park and myself were to have seats in the Direction of the amalgamated Board until the completion of the road. I also received a letter from Mr. O'Reilly and Mr. Street, pledging that I should be Vice-President of the Company until the road was finished, in order to make the interests of the West more secure. This agreement was to be subject to the approval of Mr. Zimmerman, who was then in New York, but who was to meet us the following week in Toronto, but when he came and met us there, he repudiated the arrangement as to the Western terminus, for the reasons I have mentioned before, therefore was the arrangement we had completed annulled. I would here state that afterwards, at Norton's Hotel, in Woodstock, Mr. Zimmerman, after again repeating his inability to fulfil the terms of the Charter as to the Western terminus, offered me the sum of fifteen thousand pounds currency to be paid immediately, and that I would also receive from him favors in the shape of interests in contracts which would not fail to be satisfactory to me, if I would retire and agree to their arrangements; this I steadily and unswervingly refused to do, unless the terms of the Charter were carried out as to the Western terminus, and thus no arrangement was ever come to by us. In Mr. Rankin's evidence, he publishes an agreement purporting to have been entered into between Mr. Park, Mr. Wallace, Mr. Buchanan, and myself, and signed by us on the 6th of March; that for the sum of £2,500 to be paid to each of us, we were to resign our position and pay back to Mr. Buchanan his money. In answer to this I would state, that neither Mr. Park, Mr. Wallace, or myself ever saw or heard of any such document, and that if our names are attached to any such agreement, we pronounce the same to be a forgery, and the contents thereof, so far as we are concerned, a base and unmitigated falsehood, and that I never received any such letter as Mr. Rankin publishes from Mr. Zimmerman. It must be a bad case indeed that requires such falsehoods to bolster it up, and despicably low in the scale of morality must the man be who can descend to such subterfuges to give credit to his assertions. A fortnight after the death of Mr. Zimmerman, I came to Hamilton and had an interview with Mr. Buchanan, when it was proposed that the Amherstburgh Board should re-enact a certain bye-law, let out the contract to Mr. Street, as representing George Wythes, Esquire, of England, and to Mr. O'Reilly, as representing the estate of the late Mr. Zimmerman, Mr. O'Reilly (being the only agent that Mr. Zimmerman had during his life empowered to negotiate either with the Municipalities interested in the Woodstock and Lake Erie Road, or with us as representing the Amherstburgh and St. Thomas Railway,) and also that the Amherstburgh Board

should be remodelled preparatory to an amalgamation with the Woodstock and Lake Erie Railway and Harbour Company. Thereupon Mr. Buchanan wrote to Mr. O'Reilly and Mr. Street, asking them to accept the contract, and thus practically fulfil the arrangements entered into in England between Mr. Peter Buchanan, Mr. Wythes, and Mr. Zimmerman; they therefore agreed to accept the contract on those conditions, which contract was duly entered into, signed and sealed by those gentlemen, and by myself, as President of the Company, binding them to build the Railway from St. Thomas to Amherstburgh and Windsor, to be commenced by the first day of July in the present year, and finished on or before the first day of July, 1859. The amount available and paid into the Bank on said contract is seventy-five thousand pounds currency, equal to 300,000 dollars; and the clause referring to the termini of the Railway is thus expressed: "That the Contractors shall and will for the consideration hereinafter mentioned, at their own costs and charges, construct, build, make, and ballast for the said Company, in a good and workmanlike and substantial manner, under the direction of the Chief Engineer of the said Company, a Single Track Railway from the Detroit River, at or near Amherstburgh, to the town of St. Thomas, or as near it as may be found convenient, and also a Single Track Branch Railway from some point on the aforesaid main line of Railway in the Township of Colchester, or within two miles of the limits thereof, to the village of Windsor." Thus the Contract is in the exact terms of the Charter so far as regards the termini; the above contract was signed, sealed, and delivered on the 28th of March last, and sent to England for the acceptance of Mr. Wythes; and Mr. Street last week officially notified me, as President of the Company, that he had received a communication from Mr. Wythes, stating that he had accepted the contract and all its conditions, and that the work would at once be proceeded with. Over £3000 have already been expended in surveying the line from Amherstburgh and Windsor to St. Thomas; the building of the road would now have been going on were it not for the detention caused by the Bill now introduced into the House by Mr. Rankin, because the estate of the late Mr. Zimmerman would not agree to pay him £25,000 for services which he never performed; the reasons why Mr. Zimmerman consented to that agreement were probably because Mr. Rankin constantly threatened that unless his interests were protected in preference to any other person's, he would cause the right of way to cost £100,000 more than it otherwise would do; except for this particular reason, the influence of either or any of the Western members was just as great as that of Mr. Rankin, and worth as much to Mr. Zimmerman. Mr. Rankin's attempts to brand a dead man's name with dishonor, will only recoil with tenfold force on himself; his assertions in his evidence of the liabilities of the present existing charters are entirely unfounded, in fact, and have no basis but in his own imagination; the £18,000 expenses on dishonored bills is a fabrication, as there are no such charges made, and no dishonored bills that have not been paid for; the £18,000 paid for interest to the Municipalities by Mr. Buchanan, for moneys advanced by them to Mr. Zimmerman on his contract for building the Woodstock and Lake Erie Railway is a legitimate debt, and must be paid whether the road is ever finished or not, as a certain amount of work has been done for the monies on which this interest is payable, and the estate of the late Mr. Zimmerman is still liable for the balance, or for the fulfillment of the contract for

building that part of the road. His next item is the £25,000 paid to Mr. DeBlaquiere, and is the only one that can be objected to, and of course is set off by the same amount that Mr. Rankin is trying to screw out of the parties who have vested interests in the charters. The next item of £7,000 to Mr. O'Reilly, is wrong: his information on that point is incorrect; a certain amount was to be paid by the contractors to Mr. O'Reilly for his services as Solicitor and as agent for the parties who made the arrangement with the Municipalities, and has nothing to do nor in any shape connected with the incubus asserted by Mr. Rankin as to be borne by the road. The next item is the £16,000 to be paid to Messrs Park, Wallace, and myself—I can say this, no such sum was ever agreed to be paid to us, but it is strange that Mr. Rankin in one column of his evidence produces a document which he asserts was signed by us as late as the 6th of March, by which we were only to receive £7,500, and in the next he puts it down at £16,000. I will dispose of that item by asserting that no other arrangement ever existed between Mr. Buchanan and myself than the verbal one I have already mentioned in the former part of my evidence. The next item is the debt due the Municipalities of £150,000, it should be £145,000, and that is disposed of in the same manner as the former one of £18,000, interest on the same amount; the £145,000 was paid to Mr. Zimmerman on the contract, and the estate is liable for the amount, for finishing the contract for building the road. The £400,000 for building the Woodstock and Lake Erie Railway cannot be called an incubus, as the original cost of any Railway might with the same justice be called an incubus on its welfare, as there are about 20 miles of the Woodstock and Lake Erie cross-road which forms part of the Main Southern Line, and would be used as such, and there is no doubt but that the Railway from Woodstock to Port Dover would pay better than the London and Port Stanley, and that road paid five per cent. in the first year of its existence. Moreover the Woodstock and Lake Erie Railway own the Docks and Harbour of Port Dover, the best, safest, and most commodious harbour on Lake Erie, and is, in fact, worth a large amount to the Railway. In reference to the concluding remarks in the evidence of Mr. Rankin, in which he says, "it is simply because I cannot consent to countenance the misrepresentations which must be resorted to in order to entrap people on the other side of the Atlantic into the scheme that I have felt my duty to decline the offers of both Mr. Buchanan and Mr. Morrison;" he himself has very truthfully and eloquently answered those remarks in his Memorandum to Mr. Vansittart, wherein he agrees to sell all his interest in the road and abandon all opposition if he will only be guaranteed his anxiously coveted £25,000, that amount would be a salve to all his qualms of conscience. In his agreement with Mr. Zimmerman, dated 3rd July, 1856, he is to receive £12,000 down, and £13,000 when the road is completed to Amherstburgh and Windsor. As I have already shewn that it never was the intention of Mr. Zimmerman to build the road to those places if he could help it, Mr. Rankin by that agreement virtually sells the charter, the country, and all its interests for the sum of £12,000, the £13,000 he would never receive; thus he would have been bought and sold for Forty-eight thousand dollars.

On the 29th of April last, the Board of which I am President met and passed resolutions to amalgamate with the Woodstock and Lake Erie Railway Company, and on the same day the Board of which Mr. Rankin is President, and of which I am a

Director, met also and passed corresponding resolutions, and also came to an understanding that the Chancery suits should be stopped and an entire assimilation and amalgamation of the three Boards should take place and go on with the Road at once; Mr. Rankin was not present at the meeting of this Board, it was presided over by Mr. MacBoth, M.P.P., the Vice-President in Mr. Rankin's absence, thus Mr. Rankin still holds his presidency over a Board of Directors whose existence he wishes to abolish by his present Bill, thus presenting the strange anomaly of a President at the head of a Company pressing a Bill through Parliament for the purpose of destroying its charter.

Cross-examined [By Counsel for the Bill.]

Ques. 104. Were you present when the agreement between the late Mr. Zimmerman, Wythes and Buchanan, was entered into at Liverpool?—*Ans.* I was not.

Ques. 105. Have you seen the agreement?—*Ans.* Mr. Ratcliffe, Junior, met me in Detroit, during last winter, and shewed me an agreement, which he said had been entered into in England.

Ques. 106. What was the substance of the contract given Messrs. O'Reilly and Wythes, that you speak of?—*Ans.* That they were to finish the road by the 1st July, 1859, for the sum of £1,125,000 sterling, subject to the arrangements made in England by Messrs. Buchanan, Wythes and Zimmerman. (See Mr. Buchanan's letters to Messrs. O'Reilly and Street.)

Ques. 107. Have you at any time repudiated being a Director of the Board of which Mr. Rankin is President? or have you ever accepted such position; if so, when and why?—*Ans.* I was never asked to repudiate my position as Director, and I never was called to accept such position until the 28th April last, when the two Boards met for the purpose of assimilating and amalgamating with the Woodstock and Lake Erie Board.

Ques. 108. Have you ever been notified to attend a meeting of Mr. Rankin's Board before the death of Mr. Zimmerman? if so, did you attend; or if not, why not?—*Ans.* I never was.

Ques. 109. Did you act as a member of that Board at the meeting of which you speak; if so, why? *Ans.* I did, for the purpose of having the differences arranged and coming to a settlement.

Ques. 110. Were you not the President of the antagonistic Board?—*Ans.* I was.

Ques. 111. Were the 200 shares which you were to get, by your agreement with Mr. Buchanan, for your services, to be paid up shares?—*Ans.* They were.

Ques. 112. Who paid the expenses on the bills drawn by Mr. Radcliffe on the Great Western Railway Company in England, which were protested? *Ans.* Did not know there were any expenses on protested drafts.

Ques. 113. How do you know that Mr. Rankin's statement about the £18,000 is a "*fabrication*?"—*Ans.* I have been informed so by Mr. Buchanan, and no such amount has ever been passed by the Board of Directors, nor was ever spoken of.

Ques. 114. What accounts have been passed by the Board of Directors?—*Ans.*—I have no recollection at present.

Ques. 115. Who made the survey, and what amount has been paid by the Company for it?—*Ans.* Mr. Wallace made the survey, and was paid by Mr. Buchanan, and his account presented to the Company; I do not know the amount

Ques. 116. Have you any personal knowledge of matters transacted by the Board of which Mr. Rankin is President?—*Ans.* None, with the exception of that meeting at which I was present, at which nothing was done but passing resolutions as mentioned in answer 7.

Ques. 117. Have you, with or without others acting with you, had any conference with the late Mr. Zimmerman, other than the one at which he repudiated the agreement drawn by Mr. O'Reilly?—*Ans.* I have had repeated interviews, both before and after.

Ques. 118. Have you, at any of those interviews, advanced any claims for yourself personally?—*Ans.* No.

Ques. 119. Where should the required deposit of ten per cent. to qualify shareholders to vote at the election of Directors on the 7th of August last, have been paid in?—*Ans.* In the Bank of Upper Canada.

Ques. 120. Have you ever considered the Board of Directors, of which Mr. Rankin is President, a legally constituted Board?—*Ans.* Not being a Chancery Lawyer, I cannot say.

Ques. 121. Does not the legality of your own Board depend upon the illegality of the other?—*Ans.* I answer the same as to the former question.

Ques. 122. Has the Board of Directors of which you are President, with your knowledge and consent, answered differently in the Court of Chancery?—*Ans.* I have no recollection at present what the answer was.

The witness withdrew.

J. Berwick, Esq., called in and Examined.

[By Counsel for Mr. Buchanan.]

Ques. 123. Are you the Warden of the County of Oxford, and how long have you been so, and how long have you been a member of the County Council?—*Ans.* I am Warden of the County of Oxford, and was elected in January last. I have been a member of the District and County Courts of Oxford for the last ten years.

Ques. 124. Have you had any communication with the members of the County Council on the subject of Mr. Rankin's Bill. If so, what are your own and their views upon the subject?—*Ans.* I had communication with several members of the County Council, on the subject of Mr. Rankin's application for a charter, and more

particularly with the Reeves of North and South Norwich, and with many members composing the Council of the Town of Woodstock, which two Municipalities have an interest in the Woodstock and Lake Erie Company to the amount of £75,000. Their views with respect to Mr. Rankin's Bill are, that the passage of the Bill would prove injurious, and indefinitely postpone the construction of the Woodstock and Lake Erie Road.

Ques. 125. Had you, or the Council, either collectively or individually any notice of the Bill in question before it was introduced, or any reason to suppose that Mr. Rankin contemplated such a measure?—*Ans.* I had no other notice, except from the public prints.

Ques. 126. Was it generally understood and supposed that the works of the amalgamated Companies would be proceeded with at once; and if so, what steps were taken by the Municipalities upon such understanding?—*Ans.* It was. The Municipalities, I believe, carried out all the agreements with Mr. O'Reilly.

Ques. 127. What is the general public opinion on the subject of Mr. Rankin's Bill, is it generally considered a judicious measure, or the reverse?—*Ans.* I should say that the general opinion, in the County of Oxford, is against Mr. Rankin's Bill. It is not a judicious measure. The feeling of the Municipalities of Oxford is, that even admitting that mismanagement and mistakes may have been made, in carrying on the undertaking of the Woodstock and Lake Erie Railway and Harbor Company, they do not see why that should prejudice their interest, and be urged as a pretext for granting a charter which would prevent the completion of the Road referred to indefinitely.

Cross examined [By Counsel for the Bill.]

Ques. 128. Have you or your brother been a Director in the Woodstock and Lake Erie Company?—*Ans.* I have not, but my brother, H. C. Barwick, has been.

Ques. 129. Upon what conditions did the Municipalities consent to give their aid to the Woodstock and Lake Erie Company?—*Ans.* When the loans were made to the Woodstock and Lake Erie Railway Company, they were made on the condition, that a certain amount of Stock should be subscribed, and that the Road should not be proceeded with until they had funds, or a fair prospect of procuring funds to complete the same.

Ques. 130. Has the aid of the Municipalities been expended according to those conditions?—*Ans.* No.

Ques. 131. Did you ever tender for the contract to built that Road; if so, why did you not obtain it.—*Ans.* I was one of the firm of Valentine Hall & Co., who tendered for the construction of the Road. We did not obtain it because I understood that Mr. Zimmerman's tender was a lower one.

Ques. 132. Are you aware if any impropriety in the mode in which the contract was given to Mr. Zimmerman?—*Ans.* I beg to refer you to my evidence given before the Committee appointed to enquire into the management of the Woodstock and Lake Erie Railway Company, of which Mr. Foley is Chairman.

Ques. 133. Have you heard from Mr. DeBlaquière, or any other good authority, that Mr. Zimmerman paid (or was to pay) him \$50,000 or any other sum for obtaining the Contract for him, Mr. Zimmerman?—*Ans.* I never heard from DeBlaquière, and only know it from what I have read in Newspapers.

Ques. 134. What is the actual value of the work done by Mr. Zimmerman on the Woodstock and Lake Erie Road, and what is the present state of such work? *Ans.* I am not possessed of sufficient information to answer the question.

Ques. 135. Did the Municipalities, in the early part of 1856, enter into any arrangement with Mr. O'Reilly, acting on the part of Mr. Zimmerman: If so, what were the terms of that arrangement? *Ans.* I know there was an arrangement entered into, but do not know the terms.

Ques. 136. Was that arrangement carried out: And if not, why not? *Ans.* I cannot say.

The witness withdrew.

Mr. J. G. Kolfage, Esq., called in and examined.

[By Counsel for Mr. Buchanan.]

Ques. 137. Are you one of the Provisional Directors of the Amherstburgh and St. Thomas Railway Company?—*Ans.* I am one of the Provisional Directors of the Amherstburgh and St. Thomas Railway.

Ques. 138. Were you present at the meeting of Directors held at St. Thomas on the 5th July, 1856, and if not why not?—*Ans.* I was not present, for the reason that I was never notified. I have been present at all former meetings since the passing of the Act granting the charter, with the exception of this one. At a former meeting of the Directors, held in Chatham, by a resolution, the Amherstburgh stock book was put in my possession for the purpose of obtaining subscriptions, in which book the Municipality of Amherstburgh, by the Reeve, subscribed for £20,000, and different individuals subscribed the further amount of some £7,000 or over, up to the 30th September, 1855. The statement as set forth in Mr. Rankin's evidence, of the subscription in the Amherstburgh book, is incorrect; he shewing that only about £1300 had been subscribed up to the time he last saw the stock book, which was on the day of the meeting in St. Thomas, in Sept., 1855. The whole of the above £7000 was taken previous to that time, with the exception of £375 subscribed by three persons, and the Wallace subscription. At that meeting, in September, 1855, there not being sufficient stock subscribed to form the Company, the book was transferred back to me to obtain further subscriptions.

Ques. 139. Did Mr. Rankin at any time, and when and where, explain to you the reason why you had not been notified of the meeting referred to, and what was that explanation?—*Ans.* I was not satisfied. On the Monday following the meeting at St. Thomas, on 5th July, called by Mr. Rankin, and of which I had no notice, I met Mr. Rankin; he then told me what had taken place, that he had allowed Mr. Zimmerman and his friends to take all the stock that was required to form the Company, and that he would choose his own Directors. I then asked him why he did not notify Mr. McLeod and myself that there was a meeting called by him, so

that we might be present ; he said he did not think it necessary, and moreover there was not sufficient time, it was done in such a hurry. I told him he might have telegraphed us, he answered that he was not aware there was a telegraph to Amherstburgh, at which I was very much surprised, as the telegraph wire from Windsor to Amherstburgh passes directly over the gate leading to his house ; I then asked him what guarantee he had got from Mr. Zimmerman that the terminus would be at Amherstburgh ; he said he had none, neither had he asked for one, as he well knew Mr. Zimmerman would give none. I expressed very great dissatisfaction, he answered he did not care whether the people of Amherstburgh were satisfied or not, he had done the best he could ; which last remark I suppose alluded to the £25,000 agreement which he then had in his possession, but did not tell me of. He also said the best thing the people of Amherstburgh could do, would be to receive Mr. Zimmerman and his friends cordially on the 7th of August, and get up a good champagne dinner for them. I returned to Amherstburgh the same evening very much dissatisfied, and called on Mr. Park, and told him that if the ten per cent. on the Wallace subscription was not raised, Amherstburgh was done for, as I believed Mr. Rankin had sold the charter to Zimmerman. Mr. Park answered there was no danger, as the money was sure to be raised. I, therefore, emphatically contradict Mr. Rankin's evidence wherein he states that he believed I was rejoiced at the arrangement with Mr. Zimmerman. I afterwards called on Mr. Rankin at his house, to ascertain in what Bank Mr. Zimmerman had deposited his ten per cent., for if it had been paid into the Zimmerman Bank I doubted the validity of the subscription of stock, as a resolution had been passed by the Provisional Directors at a meeting held in St. Thomas in the September previous, according to the Act of Parliament requiring the ten per cent. to be deposited in the Bank of Upper Canada or its agencies. Mr. Rankin answered it was immaterial, that Mr. Zimmerman had deposited his money in his own Bank, but that he (Mr. Rankin) had deposited his in the Bank of Upper Canada, ten per cent. on the £1000 stock subscribed by him. He then asked me how much was subscribed in my book since he had last seen it in September, 1855. I answered there were subscriptions, but that as I had not added up the amount I could not say how much they amounted to. I also told him that the people of Amherstburgh as well as myself, were very much dissatisfied with him for the course he had pursued, and with the sudden closing of the books and the call so suddenly for the ten per cent on the subscription. He said that he had done all he could for Amherstburgh, and any person that was not satisfied by paying in the ten per cent. on the subscription, it would not matter, as Mr. Zimmerman would take the whole amount of stock, but that in the event of the road not being built to Amherstburgh, he would get me a contract which would be worth to me ten thousand pounds.

Ques. 140. Do you know anything of the Wallace subscription? If yea, state all you know concerning it.—*Ans.* At a meeting of the people of Amherstburgh, on the 8th of May, 1856, held for the purpose of obtaining a sum of money to assist Mr. Wallace in making a preliminary survey in order to obtain an approximation of the probable cost of the road, I having the stock book at that meeting, at which Mr. Wallace was present, he, Mr. Wallace, asked me whether I

would allow him to take the amount of stock necessary to form the Company, which he would do in the same manner that he did in commencing the Buffalo and Utica road, and the Buffalo and New York City, and the State Line road in the State of New York, he then and there with my permission subscribed the £500,000 necessary to form the Company. He then asked if I would have any objection to him taking the stock book to Buffalo in order to induce capitalists to enter into the operation. I told him I had no objection, provided Mr. Park would guarantee that the book should be returned to me, that I might produce it at the next meeting of Directors. Mr. Park did so, and Mr. Wallace took the book with him. In Mr. Rankin's evidence he gives a copy of the Amherstburgh stock book, in which he tries to shew that the Wallace subscription was made in such a manner that it might mean either £500 or £500,000, and that the thousand more were put in the shilling column; that is easily accounted for, as the columns for pounds was ruled so narrow that no more than three figures could be inserted in the £ column, and of course necessitated the putting of the thousands in the shilling column, thus blowing into thin air the great objection Mr. Rankin has made to the Wallace subscription.

Cross-examined [By Counsel for the Bill.]

Ques. 141. Were you not aware that Mr. Rankin had, before Mr. Wallace subscribed, introduced a Bill into the House of Assembly, to decrease the amount required to be subscribed, in order to form the Company? *Ans.* I was aware of it; but the Bill had not passed at that time.

Ques. 142. Why did you not inform Mr. Rankin that the full amount had been subscribed; and that it was, therefore, unnecessary for him to push the Bill to decrease the amount, any further? *Ans.* Because we had not ready at that time the 10 per cent. on the £500,000.

Ques. 143. Did Mr. Wallace subscribe his name and amount with pencil or in ink? *Ans.* I believe he subscribed his name in pencil.

Ques. 144. When was it inked over? *Ans.* When the book was returned to me, which was before the meeting called by Mr. Rankin to close the Book.

Ques. 145. Have you been promised, or have you received, anything to recompense you for your time or trouble in the affairs of the Company, of which you are a Director? *Ans.* Never; with the exception of Mr. Rankin's promise.

The witness withdrew.

[J. H. Greer, Esq., called in, and Examination continued.]

Ques. 146. Why did Mr. Buchanan avail himself of your assistance, as mediator between himself and Mr. Rankin? *Ans.* As a friend of Mr. Buchanan and the Great Western Railway, and also of Mr. Rankin, Mr. Buchanan thought I was a most suitable person. As a proof of the terms of friendship on which I quitted the employment of the Great Western Railway, having been an employée of that

Company for nearly twelve months; and having left the Company's employ at my own request. The Board of Directors were pleased to pass the following Resolution, of which the present is a copy:—

“Office of the Great Western Railway Company,
“Hamilton, Canada, Sept. 7, 1854.

John H. Greer, Esq.:

“Dear Sir,—Your letter of the 29th August, tendering your resignation of your functions, has been read to the Board; and I am instructed to inform you, that your resignation is accepted, with an expression of regret, as the Board consider you to have been an energetic and conscientious officer in the duties latterly committed to your charge.

“As the Board has decided that your undivided attention must be devoted to the Company's business while you remain in its service, I am further instructed to inform you that if you decide upon quitting the service on the 31st ult. (August) three months additional salary will be granted you, as a mark of appreciation of your services, which I shall be happy to hand you on application.

“Yours very truly,

“BUCKSTON BAKER, Secretary.”

Ques. 147. Did Mr. Rankin make any threat, at any time, of such a nature as to induce Mr. Buchanan to seek his co-operation in the undertaking of the Companies: If so, state the time, place, and nature thereof? *Ans.* During my first interview with Mr. Rankin, at Windsor and Sandwich, he boasted with all confidence, (as I thought to strengthen his position,) that if he were not in the interest of the Company to build the road, that he would cause the right of way to cost any other Company £100,000 additional.

The witness withdrew

George Hardison, Esq., called in and Examined.

[By Counsel for Petitioners against the Bill.]

Ques. 148. Do you know Mr. Wallace?—*Ans.* I have known Mr. Wallace for some ten or twelve years, and during the greater part of that time I have been intimately acquainted with him.

Ques. 149. Do you know anything of Mr. Wallace's subscription of £500,000 in the stock of the Amherstburgh and St. Thomas Railway Company? State what you know on these points?—*Ans.* I have had several conversations with Mr. Wallace on the subject of the Amherstburgh and St. Thomas Railway during the past year, and I am aware that he was a zealous promoter of the project, as he had been for several years back of the entire Southern line of railway. At the earliest period of his advocacy of this line of road, it was then known as the Niagara and Detroit Rivers' Railroad Company. He attended a session of the Legislature at Montreal in 1849, for the purpose of extending the time for the completion of that

work before the expiration of the Charter, but was defeated by the local adverse privileges which were brought to bear against it. Shortly after the charter was obtained for the Amherstburgh and St. Thomas Railway in 1855, Mr. Wallace expressed to me his intention of renewing his exertions for the furtherance of that enterprise. On a subsequent occasion, after an elapse of several months, he stated to me that books of subscription for the stock had been opened, but that a very small amount had as yet been subscribed, and he feared that the amount necessary to organize the Company would not be taken nor procured by the parties having it in charge, and he had therefore determined to take measures to secure a subscription for the requisite amount, feeling confident that he would succeed as he had done on former occasions in railway projects in the City of Buffalo and other parts of the State of New York, and stated a fact, which I was previously aware of, that he had personally subscribed the entire amount required by the charter for the western portion of the New York Central Railroad, which stock he afterwards succeeded in apportioning among other individuals. Mr. Wallace became the Chief Engineer in the construction of that road, and in its completion held the office of superintendent for a period of six or seven years. With reference to the £500,000 subscribed in the Amherstburgh and St. Thomas Railway, Mr. Wallace, after repeated conversations with me, in which he expressed his intention of subscribing the said amount of £500,000, stated that he conceived it necessary to take that amount, as he feared that Parliament would not reduce the amount, for which an application had been made sometime in the month of May, 1856. He informed me that he had subscribed that amount, and had made arrangements with capitalists for the money.

Ques. 150. Were you employed by the Amherstburgh and St. Thomas Railway Company to procure the right of way for their road, and what did you do in that way?—*Ans.* I was employed by the Company to procure the right of way, and visited five Townships for that purpose, and entered into agreements with about one half the owners of lands for the prices of such lands with the right to enter upon them. This was between the 7th August and sometime in the month of October. I also took possession of the line by breaking ground at the Town of St. Thomas.

Ques. 151. Have you had any conversations with Mr. Rankin on this head, or otherwise, with regard to the Amherstburgh and St. Thomas Railway, if so, state them?—*Ans.* I never met Mr. Rankin, and therefore never had any conversation with him.

Ques. 152. Can you state anything else of importance to the matter under inquiry?—*Ans.* I was present at the election of Directors held in the Town Hall of Amherstburgh on the 7th August last, and I was also present at two meetings of Board of Directors, over which Mr. McLeod presided as President, and I acted as Secretary, *pro tem.*

Cross-examined [By Counsel for the Bill.]

Ques. 153. By which of the contending Boards of Directors were you employed to make agreements for right of way? Were you furnished with and did you

pay any money on the contracts?—*Ans.* I was employed by the Board of which Mr. McLeod is President. I was furnished with no money, and paid none, except my own personal expenses.

The witness withdrew.

G. Macbeth, Esq., M.P.P., called in and Examined.

[By Counsel for Mr. Buchanan.]

Ques. 154. Were you one of the Provisional Directors of the Amherstburgh and St. Thomas Railway Company? Will you state how you became connected with the Company?—*Ans.* I was one of the Provisional Directors, and first became connected with the Company, by my name being inserted in “the Act of Incorporation” as such, at Quebec; I was then Member for the County I now represent.

Ques. 155. Did you subscribe stock in the Company, and for what amount? Had you any personal interest beyond your stock in the Company, and were you elected a Director thereof?—*Ans.* I subscribed for £1500 of stock in 1855. Some alterations were subsequently made in the charter, but my subscription remained. I was present at the meeting held at St. Thomas in July, as a Provisional Director. The Books were that day closed, and I paid the ten per cent. on my subscription into the Bank of Upper Canada, in London. I was interested as a land owner, and also for constituents, the Road running through nearly sixty miles of the County I represent. Beyond this I had no personal interest other than that of others, inhabitants of the County.

Ques. 156. Did you take any and what part in the proceedings of the Company after your Election or previous thereto?—*Ans.* I took no active part, previous to the meeting at Amherstburgh. I was then chosen by the Stockholders as a Director, and took part in the meetings of the elected Board, which I had previously done as a Provisional Director.

Ques. 157. Has Mr. Rankin delayed or prevented the progress of the Company and its works since the death of Mr. Zimmerman? State what has passed upon this head?—*Ans.* Since Mr. Zimmerman’s death I always counselled forgetting previous differences, and urged an amalgamation with the Amherstburgh and St. Thomas and Woodstock and Lake Erie Companies. Combinations of various interests were involved, and I believed that it would require our united strength to build the Road. I had good grounds for believing that the amalgamation would take place, though aware that it was not easy to reconcile personal feelings, and personal interests. It was some time subsequent to Mr. Zimmerman’s death, that I learnt with surprise that the amalgamation was delayed owing to the extraordinary demand made by the President of the Board (Mr. Rankin.) There were other demands as I understood, but of less moment, and in short, that no one so far could be found to assume Mr. Zimmerman’s interests and engagements, incumbered with so large an amount as £25,000 which I understood to be the sum claimed by Mr. Rankin for his services.

Ques. 158. Had you, previous to this, communication with Mr. Rankin, and had he at any time informed you that he had a personal interest in the Company or its contracts, to the amount of £25,000 or any other amount, or did he assert the contrary and say he had no interest?—*Ans.* We had necessarily many verbal communications, being at the same Board, and having worked together for the Road. On no occasion did I get the slightest hint that he was personally interested in the Company beyond his position as representative of Essex. He never mentioned it on any occasion that he intended to have any interest; on the contrary, I have heard him repeatedly declare that he had no interest whatever, but the interests of his constituents and the general welfare, or words to that effect. He told me in Toronto, subsequent to Mr. Zimmerman's death, that he proposed introducing a Bill to confirm the Acts of the Rankin Board, inasmuch as he believed that to be the legal Board, and thereby to defeat our opponents of the McLeod Board. He then assured me that his only object was the discomfiture of the McLeod Board; I promised him my support, as I sympathized with him, believing that he had been injured politically by a prominent member of that Board, and further I believed that were the acts of the Rankin Board confirmed, an amalgamation would have been the more readily arrived at. He never on any occasion hinted that he had any other desire or object of a personal nature than proving to the world that his course was straightforward and honest, and to maintain his position as a Director.

Ques. 159. If you had known that Mr. Rankin either had or intended to have any interest in the contracts or affairs of the Company to the amount of £25,000, or any other amount, would you have voted for him as President, or allowed him to continue such without remonstrating?—*Ans.* I cheerfully concurred in his being elected President of the Board, and voted for him; but had I known that he had any contract or agreements in his pocket, I would not have sat at the same Board with him.

Cross-examined [By Counsel for the Bill.]

Ques. 160. Did you immediately after the election of Directors at Horseman's Hotel go to the Town Hall in Amherstburgh in company with Mr. Salter, and give notice to Mr. McLeod that he had been elected a member of your Board, and did you require his attendance at a meeting of such Directors, to be held at Amherstburgh on the same day?—*Ans.* I was sent on one occasion, but not for his purpose. I may have accompanied the person sent, but I do not remember it.

Ques. 161. At what particular time before Mr. Zimmerman's death did the claim of Mr. Rankin prevent the amalgamation you speak of?—*Ans.* I speak of the amalgamation urged by myself subsequent to his death.

Ques. 162. How often did you and Mr. Rankin meet at the Board as Directors after the election of the 7th August last? And where and for what purpose did you meet?—*Ans.* We sat that day, and on one other occasion, I think.

The witness withdrew.

W. L. Smart, Esq., called in and Examined.

[By Counsel for Mr. Buchanan.]

Ques. 163. Are you Secretary of the Woodstock and Lake Erie Railway Company?—*Ans.* I am.

Ques. 164. How many Municipalities have made loans to the Company, and to what amount?—*Ans.* Six: To the amount of £145,000. The Municipality of the Town of Woodstock, £25,000; North Norwich, £30,000; South Norwich, £20,000; Windham, £25,000; Town of Simcoe, £25,000; Woodhouse, £20,000.

Ques. 165. From what other sources has the Company received money, and to what amount?—*Ans.* A loan from Messrs. Zimmerman & Co., of £12,500, made upon the same terms as the money loaned by the Municipalities. The Company are also indebted to Mr. Isaac Buchanan in the sum of £18,500. The receipts of harbor tolls, rents of land, and payments on stock, &c., would amount to nearly £10,000 more.

Ques. 166. Has the money been expended, and how?—*Ans.* Yes; it has been expended in the construction of the Road, the purchase of the right of way, law expenses, and incidental expenses. The contractors pay the engineering expenses and municipal interest.

Ques. 167. In 1855 an Act was obtained to allow the Company to amalgamate with any other Company, what has been done under this?—*Ans.* Under that Act, three different and definite propositions were received from Mr. Zimmerman. The final one which, on the 13th Sept., was accepted by the various delegates of the municipalities, gave Mr. Zimmerman ten days for his final decision thereon, and was accepted on his behalf by Mr. Galt, his agent, would have been carried out, but for the interference of the Hamilton and Port Dover Company, which produced a proposition signed not only by their own Directors, but also by some of the leading and richest parties in Hamilton. This proposition contained the offer of amalgamation on equal terms. It was referred to the Municipalities interested by the Directors of the Woodstock Company, and after several weeks occupied by the Municipalities in investigating the affairs of the Hamilton and Port Dover Company, a decided majority of the Municipalities communicated to the Woodstock Directors their objection to amalgamate with that Company. On the 10th March, 1856, these Municipalities entered into an agreement with Mr. O'Reilly, of Hamilton, subject to the approval of the Board, to transfer the Road to his nominees. To carry out which agreement, the Company's Act of 1856 was passed.

Ques. 168. How is it that steps have only lately been taken to amalgamate with the St. Thomas and Amherstburgh Companies?—*Ans.* In the month of August, 1856, Mr. Buchanan became President of this Company, and in the December following, a resolution was passed by the Board to amalgamate with the St. Thomas and Amherstburgh Railway Company, and a communication was immediately addressed to the President of that Company, to which no reply was then received; but on the 10th January, this Company consented to amalgamate by becoming parties to an agreement for that purpose—which agreement has since been laid before

the six Municipalities before mentioned, and has since been carried in the affirmative by all of them.

Ques. 169. In August, 1855, did the late Mr. Zimmerman offer to buy the road from Otterville to Dover, including Harbor, and at what price?—*Ans.* In August, 1855, Mr. Zimmerman offered to buy that portion of the road lying between Otterville and the Harbor, a distance of 23 miles, for what it had cost. This sum was estimated by the Chief Engineer at \$399,626 50., and it was proposed by him (Mr. Zimmerman) and approved of by the Board, that this sum should have been expended in completing that portion of the road between Woodstock and Otterville, a distance of 16½ miles, which could be done, according to the estimate of the Chief Engineer, for \$300,552, leaving a surplus for the general purposes of the Company of \$99,074 50.

Ques. 170. Why was not this accepted?—*Ans.* The Municipalities South of Otterville finding that Mr. Zimmerman would undertake to complete the road to Dover, refused to allow their proportion of the sum to be paid, to be expended on the road between Woodstock and Otterville, but required that the respective shares should be applied in the reduction of their debt.

Ques. 171. In May 1856 was an Act obtained authorizing the carrying out of this agreement?—*Ans.* There was in June, 1856.

Ques. 172. What has been done under this agreement?—*Ans.* The necessary By-Laws sanctioned by that Act have been laid before the rate-payers and various Municipalities by whom they have been carried.

Ques. 173. What have you actually paid for right-of-way for the Woodstock and Lake Erie Company?—*Ans.* The sum actually paid for right-of-way will be between £28,000 and £30,000.

Ques. 174. What is the value, at the present time, of all the Real Estate and Harbour of the Woodstock & Lake Erie Company?—*Ans.* About £45,000.

Cross-Examined [By Counsel for the Bill.]

Ques. 175. Was the agreement made by the Municipalities with Mr. O'Reilly adhered to or not? If not, by which party was it broken? And why?—*Ans.* The agreement made by the Municipalities and Mr. O'Reilly was laid before the Stockholders and Directors in an official form, for the first time, at the annual election in June following, when it was, as a part of the President's report, approved of. The necessary By-laws, as drafted by Mr. O'Reilly and myself, were subsequently submitted to the Municipalities. Previously to the vote of the rate-payers being taken Mr. O'Reilly requested the Council of each Municipality to defer the By-law.

Ques. 176. Had Mr. Buchanan, or any person in his behalf, interfered in the meantime? And did he manage to obtain the control of the Company?—*Ans.* Not that I am aware of. On the 11th August he became President, and then obtained control of the road by acquiring a majority of the Stock.

Ques. 177. By what means did Mr. Buchanan become President? And was it not in violation of the agreement with Mr. O'Reilly?—*Ans.* Mr. Buchanan

first became a Director, and then was duly elected President, on its becoming vacant. It was in no violation of the agreement with Mr. O'Reilly.

Ques. 178. Who were the parties that resigned to make way for Mr. Buchanan's nominees? And was it not by arrangement?—*Ans.* On the 11th August last Mr. Henry DeBlaquiere, Mr. A. Farmer "the President," and D. S. Macqueen resigned their seats at the Board, when Mr. Buchanan, Mr. Andrew Smith, and Mr. Gilbert Moore were elected Directors in their place. I am not aware that it was by any previous arrangement.

Ques. 179. Did those parties, or any of them, receive any sum for so resigning?—*Ans.* Not to my knowledge.

Ques. 180. How has the loan of £12,500 from Mr. Zimmerman been expended? And to whom was it paid?—*Ans.* In the construction of the road. It was paid to the firm of Messrs. Zimmerman & Co., Contractors.

Ques. 181. What amount of debentures was deposited in the Zimmerman Bank? And from which Municipalities were they obtained?—*Ans.* In October 1854, I was sent to Quebec for the purpose of obtaining from the Government, the debentures under the Simeoe & Windham By-laws, amounting to £50,000. The Deputy Receiver-General refused to hand me over the debentures unless I would undertake not to part with them below par, of which he required proof. I made a partial arrangement with the Commercial Bank to take them, but from the delay in sending me certain papers, the Bank refused to take them, and to enable me to get them out of the hands of the Deputy Receiver-General; Mr. Courtwright, co-contractor of Mr. Zimmerman, undertook to induce the Zimmerman Bank to take them at par, and on the Deputy Receiver-General being assured of this, he gave me the debentures. Mr. Zimmerman was then in England, and the Company were, at that time, indebted to their contractors about £28,000. The amount paid into the Bank to discharge this indebtedness and to carry on the works, was £45,000. The balance being sent to Woodstock.

Ques. 182. At what period was the account of the Woodstock & Lake Erie Railway Company changed from the Bank of Montreal? And for what reason?—*Ans.* It never was changed.

The witness withdrew.

Mr. *Kintrea*, of Woodstock, called in and Examined.

[By Counsel for Mr. Buchanan.]

Ques. 183. Are you the Treasurer of the County of Oxford? And how long have you been so?—*Ans.* I am Treasurer of the County of Oxford, and have been so for nearly 4 years. I know the County for nearly 15 years.

Ques. 184. In case Mr. Rankin's Bill become law, how, in your opinion, would the several Municipalities be thereby affected in a pecuniary point of view?—

Ans. The town of Woodstock I do not consider as being able to meet her engagements to the Municipal Consolidated Loan Fund. Nor do I think that the townships of North and South Norwich are able to meet their engagements, should Mr. Rankin's Bill become law. Should the Legislature pass Mr. Rankin's Bill, the Municipalities mentioned would be debarred from the only means by which they could meet their indebtedness to the Government. These are the only Municipalities indebted to the Consolidated Loan Fund in the County of Oxford, on account of the road.

The witness withdrew.

On motion of Sir Allan N. MacNab ;

Ordered, That the Counsel for and against the Bill be called on to state if their evidence was closed.

The Counsel in support of the Bill stated that their evidence was closed.

The Counsel for the petitioners against the Bill stated that their evidence was also closed.

On motion of Mr. Papin ;

Ordered, That Counsel be now heard in order to close their case.

On motion of Mr. Brown ;

Ordered, That after Counsel has been heard, the further consideration of the said Bill be postponed until the whole evidence has been printed and placed in the hands of the Members of the Committee, provided that such day be not later than Friday next.

Dr. *Conner*, Q. C., appeared and addressed the Committee against the Preamble of the Bill, and then he withdrew.

Adjourned until to-morrow at 11 o'clock, a.m.

Wednesday, 20th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

HON. SIR ALLAN NAPIER MACNAB, BART., CHAIRMAN

MR. BELLINGHAM,

MR. BOWES,

MR. BROWN,

MR. BUREAU,

HON. MR. ATTY. GEN. CARTIER,

HON. MR. CAUCHON,

MR. CHRISTIE,

MR. CLARKE,

MR. DALY,

MR. ANTOINE A. DORION,

MR. FOLEY,

HON. MR. LEMIEUX,

HON. MR. ATTY. GEN. MACDONALD,

MR. MONGENAI,

MR. ANGUS MORRISON,

HON. MR. JOSEPH C. MORRISON,

MR. PAPIN,

MR. RANKIN,

HON. MR. ROBINSON,

MR. SIMARD,

MR. JAMES SMITH,

HON. MR. SPENCE, and

MR. WILSON.

The Committee resumed the further consideration of Bill (No. 253) to incorporate the Great Southern Railway Company.

John Eccles, Esq., Q.C. appeared and addressed the Committee against the said Bill, and then he withdrew.

Frank Powell, Esq., appeared and addressed the Committee in support of the said Bill, and then he withdrew.

Adjourned until Friday next at 11 o'clock, a.m.

Friday, 22nd May, 1857.

COMMITTEE MET.

MEMBERS PRESENT :

HON. SIR ALLAN NAPIER MACNAB, BART., CHAIRMAN.

MR. BELLINGHAM,
 MR. BOWES,
 MR. BROWN,
 MR. BUREAU,
 HON. MR. Atty. Gen. CARTIER,
 HON. MR. CAUCHON,
 MR. CHRISTIE,
 MR. CLARKE,
 MR. DALY,
 MR. ANTOINE A. DORION,
 MR. FOLEY,
 HON. MR. LEMIEUX,
 HON. MR. Atty. Gen. MACDONALD,
 MR. MONGENAIS,
 MR. ANGUS MORRISON,
 HON. MR. JOSEPH C. MORRISON,
 MR. PAPIN,
 MR. RANKIN,
 HON. MR. ROBINSON,
 MR. SIMARD,
 MR. JAMES SMITH,
 HON. MR. SPENCE, and
 MR. WILSON.

The Committee resumed the further consideration of Bill (No. 253) to incorporate the Great Southern Railway Company.

Mr. Rankin put in the following memorandum :

MEMORANDUM.

The Great Southern Railway Company to assume the debt of the Municipalities and acquire their rights.

When the through line is finished and paying eight per cent., the Great Southern Company to lend the Municipality £200,000, to enable them to build the road from Woodstock to Port Dover.

The Great Southern Railway Company to refund to the Zimmerman Estate the full amount expended by the late Mr. Zimmerman, on account, either of the Amherstburgh and St. Thomas Railway, or the extension of the Woodstock and Lake Erie Railway Company.

The Preamble being again read :

On its adoption the Committee divided, and the names being called for, were taken down as follows :

Yeas :

Messieurs Bellingham,
Bowes,
Bureau,
Cartier, Atty. Gen.,
Cauchon,
Christie,
Clarke,
Foley,
Lemieux,
Macdonald, Atty. Gen.,
Mongenais,
Papin,
Rankin, and
Simard.—14.

Nays :

Messieurs Brown,
Daly,
Dorion, A. A.,
MacNab,
Morrison, Angus,
Morrison, Jos. C.
Robinson,
Smith, James,
Spence, and
Wilson.—10.

So it was carried in the affirmative, and the Preamble was adopted.

Adjourned until Tuesday next, at 11 o'clock.

Wednesday, 27th May, 1857.

COMMITTEE MET.

MEMBERS PRESENT:

HON. W. B. ROBINSON, VICE-CHAIRMAN.

MR. BOWES,
MR. CHRISTIE,
MR. CLARKE,
MR. DALY,
MR. FOLEY,

HON. MR. ATTY. GEN. MACDONALD,

MR. MONGENAIS,
MR. ANGUS MORRISON,

HON. MR. JOSEPH C. MORRISON,

MR. PAPIN,
MR. RANKIN.
MR. SIMARD,
MR. JAMES SMITH, and
MR. WILSON.

The Committee resumed the further consideration of Bill (No. 253) to incorporate the Great Southern Railway Company.

First Clause being read, was amended as follows :

Page 1, Line 15, strike out "A. B. C. D., &c.," and insert "George Southwick, Joseph Lang, Duncan Campbell, James M. Salmon, William Fitch, John Fraser, James Farley, Asa Howard, Rodolph Johnson, Thos. Woodbridge, John Mercer, Thomas Keating, James Woodbridge, Joseph Mercer, Niles Miller, Charles G. Fortier, Theodore Malott, John Ferres, Joseph Miller, Charles Baby, Felix Laffarty, Robert Elliot, William Scott."

The said Clause, as amended, was adopted.

Second Clause was read and adopted.

The *Third* Clause being read was amended as follows :

Page 2, Line 2, strike out "Town of Simcoe and St. Thomas and," and insert "Town of Simcoe, and thence direct to St. Thomas via."

Page 2, Line 4, strike out "Windsor" and insert "Sandwich."

he said Clause as amended was adopted.

The *Fourth* Clause was read and adopted.

The *Fifth* Clause being read, was amended as follows :

Page 2, Line 29, fill up the blank with " George Southwick, M.P.P., of Saint Thomas, in the County of Elgin, James Farley, of the same place, John Frazer, of Pelham, in the County of Welland, William Fitch, of Canboro', in the County of Haldimand, Duncan McCall, of the Township of Woodhouse, Paul John Salter, of Windsor, in the County of Essex, James Webster, of Guelph, in the County of Wellington, John Mercer, of Chatham, in the County of Kent, Francis H. Burton, of Port Hope, in the County of Durham, Michael Foley, M.P.P., of Simcoe, in the County of Norfolk, and Thomas Woodbridge, of Sandwich, in the County of Essex."

Mr. *Wilson* moved that Robert Reynolds, Esq., of Amherstburgh be added to the list of of Provisional Directors.

On which the Committee divided, and the names being called for, were taken down as follows :

Yeas :	Nays :
Messieurs Daly,	Messieurs Bowes,
Morrison, Angus,	Christie,
Smith, James, and	Clarke,
Wilson,—4.	Foley,
	Papin, and
	Rankin,—6.

So it was decided in the negative, and the said Clause, as amended, was adopted.

The *Sixth* Clause being read, was amended as follows :

Page 2, Line 35, after "dying" insert "resigning."

The said Clause, as amended, was adopted.

The *Seventh* Clause was read and adopted.

The *Eighth* Clause being read, was amended as follows :

Page 3, Line 35, fill up the blank with "Eight."

The said Clause, as amended, was adopted.

The *Ninth, Tenth, Eleventh, and Twelfth* Clauses were severally read and adopted.

The *Thirteenth* clause being read, was amended as follows :

Page 4, line 43, strike out "five" and insert "seven."

The said Clause, as amended, was adopted.

The *Fourteenth* and *Fifteenth* clauses were severally read and adopted.

Ordered, That the following clauses A and B be added to the Bill, and do follow the 15th clause :

(Clause A.)

“The Company by this Act incorporated shall repay to those Municipalities which have loaned moneys to the Woodstock and Lake Erie Railway and Harbour Company, the full amount of the principal and interest of such loans as they severally become due, deducting therefrom the moneys which have been paid by, for, or on account of the said Municipalities to the Receiver General for interest on loans effected by them from the consolidated Municipal Loan Fund of Upper Canada, and should the Woodstock and Lake Erie Railway and Harbour Company desire to proceed with the construction of their Line of Railway from Woodstock to Port Dover, the Company by this Act incorporated shall after their Railway from the Niagara River to the Detroit River has been finished, and within six months from and after the day on which the first dividend at the rate of eight per centum shall be paid to the Shareholders of this Company, lend a sum not exceeding two hundred thousand pounds to the said Woodstock and Lake Erie Railway and Harbour Company, to enable such Company to finish the Railway aforesaid from Woodstock to Port Dover or finish and equip the same, at the option of the Municipalities, and on such terms as may be agreed upon between the said Municipalities and the Company by this Act incorporated.”

(Clause B.)

“And whereas the late Samuel Zimmerman and Isaac Buchanan, Esquires, have expended considerable sums of money on account of the extensions of the Woodstock and Lake Erie Railway and Harbour Company and on account of the Amherstburgh and St. Thomas Railway Company; It is enacted that the Company by this Act incorporated shall refund in bonds of the Great Southern Railway Company payable seven years after the dates thereof respectively, and bearing interest at the rate of six per centum per annum, to the executors of the said Samuel Zimmerman, the full amount of expenditure, being in all the sum of thirty thousand and five hundred pounds, and to the said Isaac Buchanan the full amount of his expenditure, being the sum of twenty-three thousand and five hundred pounds.”

The *Sixteenth* clause was read and adopted.

The *Seventeenth* clause being read was amended as follows :

Page 6, line 9 add to the clause, “Provided that any deposits in any bank made on any stock subscription under the authority of said Acts, or either of them, shall be paid back to the party who deposited the same, or his assigns.”

The said clause as amended was adopted.

The *Seventeenth* and *Eighteenth* (and last) clauses were severally read and adopted.

Schedule A was read and adopted.

Ordered, That the said Bill be reprinted as amended.

Ordered, That the Vice-Chairman do report the said Bill, as amended, to the House this day.

STATEMENTS,

REPORTS AND ACCOUNTS

OF THE

GRAND TRUNK RAILWAY COMPANY

OF CANADA.

LAIID BEFORE THE LEGISLATIVE ASSEMBLY, THURSDAY THE 23D APRIL, 1857.
By order of His Excellency the Governor General,

W. CAYLEY, Inspector General



Toronto:
PRINTED BY STEWART DERBISHIRE AND GEORGE DESBARATS,
Printer to the Queen's Most Excellent Majesty.

1857.



STATEMENTS AND ACCOUNTS

OF THE

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10. Statement shewing the amount raised by the several Companies forming the Grand Trunk Railway Company of Canada.
11. Abstract of the affairs of the Grand Trunk Railway Company of Canada.
12. Statement shewing the amount of Capital upon which the Grand Trunk Railway Company pays interest.
13. Estimate of the Amount required by the Grand Trunk Railway Company to enable them to complete the works begun, make such extra Sidings and other works as are absolutely necessary for the wants of the traffic, and to purchase the Rolling Stock required by the increased traffic on the Road.
- 13½. Statement shewing the Receipts and Expenditure of the Grand Trunk Railway Company of Canada, on Traffic Account for the several half years commencing 1st January, 1854 and ending 31st December, 1856.
14. Statement shewing the Amount required to meet the Working Expenses of the Line, Maintenance of Way, Purchases of Stores, Fuel, &c., from 1st March to 30th June, 1857.
15. Comparative Statement of Weekly Traffic on the Grand Trunk Railway from the opening of the through line on 17th November, 1856, and the corresponding period from 17th November, 1855.
16. Statement of the Number of Passengers, and Amount of Merchandise, &c., carried by the Grand Trunk Railroad from the opening of the through line to 4th April, 1857.
17. Report of Messrs. Street and Benedict.
18. Final Certificate of A. M. Ross, Esquire.
19. Report of Walter Shanley, Esquire.
20. Report of A. M. Ross, Esquire, and Appendix to the same.
21. Report of Messrs. Keefer and Shanley on the state of the Railroad Bridges in Lower Canada.
22. Memorial of the Grand Trunk Railway Company of Canada.

[No. 1.]

PROSPECTUS.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

DIRECTORS IN LONDON.

THOMAS BARING, Esq., M. P.	} Agents of the Province of Canada, and Directors of the Company, on behalf of the Canadian Government.
GEORGE CARR GLYN, Esq., M. P.	
HENRY WOLLASTON BLAKE, Esq.	
ROBERT M'CALMONT, 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 HINKS, M. P., Inspector-General.

The Hon. E. P. TACHE, M. L. C., Receiver General.

The Hon. JAMES MORRIS, M. L. C., Postmaster-General.

The Hon. MALCOLM CAMERON, M. 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., 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.

BANKERS IN LONDON.

Messrs. GLYN, MILLS & Co.
Messrs. BARING BROTHERS & Co.

ENGINEER IN CHIEF.

ALEXANDER McKENZIE ROSS, Esq.

ASSISTANT ENGINEER.

SAMUEL KEEFER, Esq.,

SECRETARY IN CANADA.

C. P. RONEY, Esq.

SOLICITORS IN ENGLAND.

Messrs. SWIFT and WAGSTAFF, 30, Great George Street, Westminster.

SOLICITORS IN CANADA.

G. E. CARTIER, Esq., M. P., Montreal.

JOHN BELL, Esq., Belleville.

Applications for Shares to be made to Messrs. LAURENCE, CAZENOVE and PEARCE, Auction Mart, London, Brokers; or to WILLIAM

CHAPMAN, Esq., 2, Leadenhall Street.

THE government and legislature of Canada have by various Acts incorporated several Companies for the construction of different sections of the Main Trunk Line of Railway throughout the Province; and Acts of the Canadian Parliament have also been passed authorising the amalgamation of all the Companies whose railways intersect or join the Main Trunk Railway with the Grand Trunk Railway Company, so as to form one Company, under the name of the "Grand Trunk Railway Company of Canada." Arrangements are accordingly in progress for a fusion of the Grand Trunk Railway Company of Canada East, the Quebec and Richmond Railway Company, the St. Lawrence and Atlantic Railway Company, the Grand Junction Railway Company, and the Toronto and Guelph Railway Company, with The Grand Trunk Railway Company of Canada, forming together 964 miles of Railway (including a Bridge over the St. Lawrence at Montreal, which will be constructed under the superintendence of ROBERT STEPHENSON, Esq., M. P., and A. M. Ross, Esq.), with a combined capital of nine million five hundred thousand pounds, and for a lease in perpetuity of the Atlantic and St. Lawrence Railway from the point of its junction with The Grand Trunk Railway to the City of Portland, 148 miles, whereby access is obtained to the Atlantic at one of the natural Harbours of the Western Continent.

The capital is	£9,500,000
made up as follows:	
Amount already raised in Shares, and spent on Works of the St. Lawrence and Atlantic and Quebec and Richmond Railways	£683,400
Amount already raised on Bonds	733,000
	<hr/>
	£1,416,400

Reserved in Shares and Debentures for the Shareholders in the St. Lawrence and Atlantic and Quebec and Richmond Railways on the amalgamation, and for the Bondholders of the Ontario, Simcoe and Huron Railway Company	£837,600	2,254,000
Leaving		<u>£7,246,000</u>
This amount will be created and apportioned as follows:		
Stock in 144,920 Shares of £25 each		£3,623,000
Debentures of £100 each, payable in 25 years, bearing interest at 6 per cent. per annum, payable half-yearly, in London, and convertible into Shares on or before the first day of January, 1863, at the option of the holder		1,811,500
And Debentures, convertible into Bonds of the Provincial Government of £100 each, payable in 20 years, bearing interest at 6 per cent. per annum, payable half-yearly, in London		1,811,500
		<u>£7,246,000</u>

Of these 144,920 Shares, it is proposed now to issue one-half, viz. £1,811,500 in Shares, and the same amount in Debentures, the other half having been agreed to be taken by the Contractors, who, however, engage to give to the holders of such Shares, on the 1st July, 1854 (twelve months after the anticipated opening of the St. Lawrence and Atlantic section of the Railway), the option of taking, in equal proportions, two-thirds of such remaining moiety; that is to say, every holder of 30 such Shares will, on the 1st July, 1854, be entitled to claim 20 Shares more at par, together with an equal amount of Debentures, also at par. Such additional Shares and Debentures to bear interest at 6 per cent., from the said 1st July, 1854.

£200 of Debentures (one-half of each description) will be issued at par with each £200 of Shares.

By the law granting the Provincial aid, it is provided that the bonds of the Province shall be issued as the works advance. These bonds will, therefore, be held in trust, to be delivered *pro rata* to the holders of the convertible debentures.

Interest at the rate of 6 per cent. per annum, from the completion of the amalgamation, until the entire works are finished, will be paid half-yearly, in London, in Sterling, on the amount from time to time paid up on each Share. The Dividends, as declared, will also be payable in sterling in London.

The first payment in respect of the Shares and Debentures will take place on allotment, as follows, viz:—£5 on each share, and 20 per cent. on each Debenture, to be paid at the Company's Bankers in London, Liverpool or Canada. The remainder will be called up by instalments, not exceeding £2 10s. per share, and 10 per cent. per debenture, at intervals of not less than four months between each call, and the first call will not be made until the

expiration of six months from the date of allotment. Subscribers will, however, have the privilege of anticipating the calls upon the Debentures receiving six per cent. interest on the amount paid up in advance.

The description and objects of The Grand Trunk Railway are fully set forth in the appendix, to which especial reference is craved.

The more prominent points therein are :—

1. The completeness of the system of Railway, engrossing, as it does, the traffic of Canada and the State of Maine, and precluding injurious competition.

2. The large amount of Government guarantee and of Canadian capital invested—being two million eight hundred thousand pounds sterling.

3. The fact that 250 miles of the Railway are now open for traffic—to be increased to 390 miles by the close of the present year.

4. The execution of the whole remaining works being in the hands of most experienced contractors; the eminent English firm of Messrs. Peto, Brassey, Betts, and Jackson, having undertaken six-sevenths thereof, including the St. Lawrence Bridge.

5. The cost of the Railway being actually defined by the contracts already made, whereby any apprehension of the capital being found insufficient is removed.

In the Appendix will also be found the data for the following *summary of probable revenue.*

ON 1,112 MILES, at an average of above			
£25 per mile, per week	£1,479,660		
Deduct working expences, 40 per cent.	591,864		
			£887,796
Interest on debenture debt, £4,635,200	278,100		
Rental of Atlantic and St. Lawrence Railway	60,000		
			338,100
Thus showing a profit on the share capital,			
£4,864,800 of nearly 11½ per cent.			£549,696

Application for shares may be made to Messrs. LAURENCE, CAZNOVE, & PEARCE; or to WILLIAM CHAPMAN, Esq., in the following form:

FORM OF APPLICATION FOR SHARES.

To the Directors of

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

I request you will allot to me _____ Shares of £25 each, with the proportionate amount of Debentures of each class in the capital of the above-named Railway, and I agree to accept the same, or any less number, and pay the deposit of £5 on each share, and 20 per cent. on each class of Debentures, and to sign any Deed which may be required for giving effect to my Subscription.

Dated the

day of

1853.

Name _____

Address _____

Profession _____

Reference _____

[No. 2.]

APPENDIX.

The Grand Trunk Railway of Canada, with the Atlantic and St. Lawrence Railway of Maine, 1,112 miles in length, with an uniform gauge of 5 feet 6 inches, as now brought under the notice of the British public, offers the most comprehensive system of Railway in the world. Protected from the possibility of injurious competition, for nearly its entire length, by natural causes as well as by legislative enactment, it engrosses the traffic of a region extending 809 miles in one direct line from Portland to Lake Huron, containing a population of nearly three millions, in Canada, Vermont, New Hampshire and Maine. At Portland it connects with the system of railways reaching eastward towards the province of New Brunswick, and hereafter to Halifax in Nova Scotia, as well as southward, by lines already existing, to Boston and New York. At the frontier of Canada it again unites with other lines to Boston and the great manufacturing districts of New England. From Richmond it runs eastward to Quebec and Trois Pistoles, 253 miles, giving direct access to the great shipping port of Canada in summer, and hereafter by rail to the Atlantic at Halifax by Trois Pistoles and Mirimichi, forming the only route to the great fisheries of the Gulf of St. Lawrence and the eastern timber, coal, and mineral district of New Brunswick. At Montreal it again meets three railways now in operation to Boston and New York. At Prescott it receives the tributary line from Bytown and the vast timber districts of the Ottawa, 60 miles, now in course of early completion; and on the opposite side of the St. Lawrence, the northern New York road to Ogdensburg will pour its stream of passenger traffic upon the trunk line. At Kingston, the Rome and St. Vincent railroad, also from New York, becomes its tributary. From thence to Toronto, it receives the entire produce of the rich country north of Lake Ontario, through the channels of Belleville and Peterborough branch, and several other new lines already in progress to construction, and all tributary to the main Trunk road. At Toronto, the Ontario, Simcoe and Huron railroad, 100 miles now nearly finished, pours on the traffic of the region around Lake Simcoe and Georgian Bay. At the same point is also met the Great Western railway by Hamilton to Detroit, 240 miles, now in a forward state for completion, by which communication is had with the southern part of Western Canada, as well as with the railways in operation from Detroit to the states of Michigan, Illinois and Wisconsin.

From Toronto, westward, the line passing through the heart of the western peninsula of Canada ensures to the grand Trunk the exclusive traffic of the finest part of the province; while at its terminus at Sarnia it debouches at the very outlet of Lake Huron, avoiding the shallows of the Detroit and St. Clair rivers below—a point the most favourably situated for the navigation extending through Lakes Huron and Michigan, and hereafter through Lake Superior. At Sarnia, the American railroads now in course of construction place the Grand Trunk line in the most direct communication with the arterial lines to the Great West and the Mississippi, a region whose

advance in population and wealth has been regarded as almost fabulous, and yet whose resources are still very partially developed ; while the traffic of the copper and iron districts of Lake Superior, the most valuable and extensive in the world, with the coal of Michigan, will accumulate on the railroad at this point, reaching ocean navigation at Montreal in much less time and by the same mileage that it can now pass by boat to the waters of Lake Ontario, 350 miles above that city.

The Grand Trunk Railway of Canada, it will be therefore seen, commencing at the debouchure of the three largest lakes in the world, pours the accumulating traffic in one unbroken line throughout the entire length of Canada into the St. Lawrence at Montreal and Quebec, on which it rests at the north, while on the south it reaches the magnificent harbours of Portland and St. John on the open ocean. The whole future traffic between the western regions and the east, including Lower Canada, parts of the states of Vermont and New Hampshire, the whole of the states of Maine, and the provinces of New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, must therefore pass over the Grand Trunk Railway.

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 ; while a conviction of the great benefits of unanimous action has provided a combination of railway interests probably never before seen, and ensuring such an energetic and harmonious working of the entire line, as cannot but produce the most satisfactory results.

The Grand Trunk Railway does not rest for its success altogether on anticipations. The entire section from Portland to Montreal, of 290 miles, is now in operation for 250 miles, and will in July next be fully connected, making the shortest and most easy communication between the river St. Lawrence and the Atlantic Ocean. This part of the line forms in itself a complete railway, opening up an entirely new channel for the western trade, and giving an outlet in winter for the produce of Eastern Canada, as well as of that of Western Canada east of Kingston. The line from Quebec to Richmond brings Montreal and Quebec within six hours of each other, and opens to those cities the most direct access to the ocean at Portland, Boston, and New York, passing through a most populous and fertile part of Eastern Canada. To Montreal, until the completion of the western section of the Trunk line, the produce of the countries surrounding the great lakes is brought through the most magnificent inland navigation in the world ; and the opening of the line to Portland at once secures the supply of the markets of Maine, New Brunswick and Nova Scotia with breadstuffs, receiving in return, *via* Portland, British and American manufactured goods, West Indian produce, &c. The lines from Montreal to Portland, and from Richmond to Quebec, already known as the St. Lawrence and Atlantic and Quebec and Richmond Railways, will be in full and continuous operation in the course of the present summer, comprehending 390 miles of railway, for which the capital has been entirely provided, with a very small

exception. The receipts on 72 miles, in Canada, from the mere local business, for the first twelve months from their opening at 20th October, 1851, were £34,000. On 91 miles of the line from Portland, now under lease, were, for the same period, £38,000. Assuming the same rate per mile on the entire distance of 390 miles, a gross income of £172,800 will be at once obtained from local business; when the total traffic, if estimated by the receipts per mile of the Ogdensburg road, £25 per mile per week, the latest American railroad offering any parallel, will amount to a sum of £507,000, independent of the great future development of the country opened up by the line. It may be assumed that the revenue of the Company, from the sections to be completed in 1853, will not fall short, at once, of £304,200 per annum, nett, allowing 40 per cent. for working expenses, and deducting £60,000 for lease of Portland line, would leave *nearly equal to the charge for the entire mortgage debt of the Company, and thus from actual present earnings securing to the bondholders their interest, on all the capital intended to be raised by debentures.*

It is proposed, simultaneously with the construction of the railroad westward, to proceed with the bridge over the St. Lawrence at Montreal. A work of this stupendous character, required to span a navigable river of two miles in width, can only be undertaken by a large combined capital, and is justified by its paramount importance. The site selected is at the sole point on the river St. Lawrence, from the great lakes to its mouth, where a bridge can be placed without interfering with the navigation. And also at that point no less than 1,595 miles of continuous railway, now in operation, with a very insignificant exception, from New York, Boston, Portland, and Quebec, arrive on the south shore of the river, opposite to Montreal, a city containing 60,000 inhabitants. On the northern shore, the railways either in progress or completed, including the western section of the Grand Trunk, number already 967 miles, exclusive of projected lines. The completion of this link is essential to the satisfactory and economical working of the Grand Trunk Railway; and it has therefore been incorporated with the entire line. It will be constructed according to the plans and under the superintendence of Robert Stephenson, Esq., C.E., (who is about to visit Canada for this purpose,) and Alexander McKenzie Ross, Esq., C.E.; and the structure will be of that substantial character which a work of such magnitude requires.

For the bridge an ample allowance of capital is made, and the work has been provisionally contracted for with Messrs. Peto, Brassey, Betts, and Jackson, on the estimate framed by Messrs. Stephenson and Ross. The Act, authorising the construction of this bridge by the Grand Trunk Railway Company, is now in progress through the Canadian Parliament, under the sanction of the government.

The western section of the Grand Trunk line extends from Montreal to Toronto, 345 miles, and from thence to Sarnia, 172 miles. Contracts have been executed, with the approval of the Government and Board of Railway Commissioners in Canada, with the eminent English contracting firm of Messrs. Peto, Brassey, Betts, and Jackson, for the construction of the section to Toronto, 345 miles; from Quebec to Trois Pistoles, 155 miles, and the Grand Junction, 50 miles; and with the Canadian contracting firm of Messrs. C. S. Gzowski and Co., from thence to Sarnia, 172 miles.

The conditions of these contracts are for the construction of a first-class single-track railway, with the foundations of all the large structures sufficient for a double line, equal in permanence and stability to any railway in England, including stations, sidings, work-shops, ample rolling stock, and every requisite essential to its perfect completion, to the satisfaction of the Canadian Government.

By means of the arrangements entered into with the contractors, the proprietors of the Grand Trunk line are assured that, for the capital stated, they will secure the delivery of the whole railway, fully equipped and complete in every respect, and free from any further charges whatever.

The western section of the Grand Trunk commences at Montreal, and proceeds westward through the towns and villages of Lachine, St. Clair, St. Anne, New Longueuil, Lancaster, Charlottenburgh, Cornwall, Osnabruck, Williamsburgh, Matilda, Edwardsburgh, Augusta, Elizabeth Town, Yonge, Landsdowne, Leeds, Pittsburgh to Kingston, at the outlet of Lake Ontario, and the principal naval and military station in Canada West. From thence, continuing along the north shore of Lake Ontario, it passes through Ernest Town, Napanee, Shanonville, Belleville, Port Trent, Brighton, Colborne, Grafton, Coburg, Port Hope, Bond Head, Bowmanville, Whitby, Pickering, Scarboro' to the city of Toronto, which city contains 36,000 inhabitants.

At Toronto it meets the Great Western Railway, leading through Hamilton and the southern part of the western peninsula of Canada to Detroit; a connexion, of which the value may be judged from the favorable position in which the Great Western Railway of Canada now stands in London. This line itself forms a continuation of the Trunk line, although under a different Company, for 240 miles, now approaching completion. The Trunk road also here connects with the Northern Railroad to Lakes Simcoe and Huron, 99 miles, to be finished during 1853.

This section occupies the important position of connecting the chief emporia of Eastern and Western Canada, the cities of Montreal and Toronto, numbering together nearly 100,000 inhabitants, besides passing through the towns already enumerated; and it also passes, throughout its entire length, through the most populous and cultivated districts of the province.

The section west of Toronto to Sarnia passes through the towns and villages of Weston, Brampton, Georgetown, Acton, Rookwood to Guelph, Berlin, Peterburg, Hamburg to Stratford, where it is intersected by a proposed line from Goderich, 45 miles north (for which £125,000 has been already raised by municipal subscription), thence through or near Downie, Fullarton, Blanchard, Osborne, Biddulph, Bosanquet, Warwick and Plymton, to the outlet of Lake Huron and the western extremity of the province at Port Sarnia; the whole course of the line being through the finest section of Western Canada, a district already well peopled, and most rapidly advancing in population and wealth.

It will therefore be seen that the western section of the Grand Trunk line, in its connexions, embraces the whole of Canada West, a district of 32,000,000 of acres, with a population doubling itself every ten years, and which, with a limited exception, must find in the Grand Trunk Railway their speediest, most direct, and cheapest intercourse; having neither local railroads nor canals to compete with.

The past and present position of Canada is so ably stated in the despatch from His Excellency Lord Elgin, the Governor-General, dated 22nd December, 1852, and published by order of the House of Commons, that it is printed herewith, together with other information bearing generally on the prospects of the railway.

The route traversed by the Grand Trunk Railway and its tributaries will be found set forth in the accompanying map.

That portion of the Great West, situate at the western extreme of the basin of the St. Lawrence, has received a larger share than any other portion of the country of the valuable addition to its riches, arising from the industry, intelligence and wealth of the hundreds of thousands who, within a comparatively brief period, have migrated to these regions.

Independent of the local traffic peculiar to this section, both in passengers and goods, through traffic of more than ordinary extent, consequent on its geographical position, may safely be calculated upon.

Not the least important branch of traffic will arise from the Ocean Steamers communicating with England, making Portland and, hereafter, Halifax, the port of embarkation, as the nearest and most accessible on the continent of America.

A further and important consideration in connexion with Portland, St. John's, and Halifax, is, that the navigation being never closed by ice, produce may, on the completion of the Grand Trunk Railway, be shipped there when otherwise there would be no ready means of forwarding it to Europe.

Thus, with the exception of that portion through Nova Scotia to the port of Halifax (about 150 miles), the entire length of 1,400 miles, both by the southern route through the state of Maine, and by the northern route by Trois Pistoles, is for a great part in course of construction, and the remainder will shortly be commenced under highly favorable auspices, the immediate prosecution of that portion through Nova Scotia being now under the consideration of the Government of that province, whose future interests are so largely compromised in the speedy and perfect completion of the project, as to ensure their best and strenuous efforts for its early accomplishment.

ESTIMATES OF REVENUE.

The revenue from local business has been demonstrated by A. C. Morton, Esq., the distinguished American engineer, in an elaborate report addressed to the Governor of the state of Maine, to average, on the New England and New York railways, brought within the sphere of their action, three dollars, or 12s. 6d. sterling per head of the whole population. To apply this result to the population of Canada, which is in no respect inferior, might be considered as assuming too much, and for local business the population of the districts actually passed through will alone be taken. They amount to 740,000, which, at 12s. 6d. per head, will afford £462,500.

In this estimate nothing is put down for the passengers and traffic flowing on the Trunk Railway from the Bytown, Peterborough, Ontario,

Simcoe, and Huron, and especially the Great Western of Canada railways. These lines together embrace a population of 363,000.

The through passenger business from Europe and the American Atlantic states to the Great West is enormous, the emigration from Europe alone amounting to nearly half a million of passengers annually, almost all seeking a new home in the fertile regions around the Great Lakes; while the business intercourse between the American population around the Great Lakes and that in the seaboard states, embracing together a population of six millions, is already immense, and daily increasing. As the Grand Trunk Railway will be the only united line on which passengers can pass without interruption or detention, as it is the easiest and most direct, it may safely be assumed that the traffic arising from this source between Montreal and Sarnia will not fall short of £125,000 per annum.

Lord Elgin's despatch, shows the tonnage in the river St. Lawrence, in 1851, to have been 450,400 tons; while on the Erie Canal it amounted to no less than 1,141,892 tons, independent of the large amount passing through other channels and railways. These statements sufficiently demonstrate the amount of business within the grasp of the Grand Trunk Railway, of which a fair share will undoubtedly be secured by it, especially as the above channels for Trade are entirely closed by frost from 15th December to 15th April. The amount of through goods traffic may be safely taken at the low estimate of 300,000 tons, at 20s. per ton, yielding £300,000.

GENERAL ESTIMATES.

567 miles on Western Section, estimated at £30 per mile per week.....	£884,520	0	0
545 miles on Eastern Section, estimated at £21 per mile per week, until connected with the New Brunswick Road to Halifax.....	595,140	0	0
	<hr/>		
Deduct Working Expenses, 40 per cent.....	£1,479,660	0	0
	591,864	0	0
	<hr/>		
Rental of Atlantic and St. Lawrence Railway.....	£887,796	0	0
	60,000	0	0
	<hr/>		
Net Revenue.....	£827,796	0	0
Subject to 6 per cent. interest on Debenture Debt, £4,635,200.....	278,100	0	0
	<hr/>		
Thus showing a profit on the share capital of £4,864,800 of.....	£549,696	0	0
or nearly 11½ per cent.			

[No. 3.]

ORIGINAL DISTRIBUTION OF CAPITAL.

ESTIMATED COST OF SEVERAL WORKS COMPRISED IN THE
GRAND TRUNK RAILWAY COMPANY.

St. Lawrence and Atlantic, 142 miles, £8,500 per mile.....	£1,258,000
Quebec and Richmond, 100 miles, £6,500 per mile, £650,000	
Extension	50,000
	700,000
Montreal to Toronto.....	3,000,000
Trois Pistoles, 153 miles, at £8,000 per mile.....	1,224,000
Grand Junction, 50 do. do. do.	400,000
Toronto and Samia, 172 do. do. do.	1,376,000
Victoria Bridge.....	1,400,000
Contingencies.....	142,000
	Sterling, . . £9,500,000

[No. 4.]—GRAND TRUNK RAILWAY

Dr.

General Statement of Capital Account for the

	Expended to 30th June, 1856.	Expended for Half Year ending 31st December 1856.	Total Expenditure 31st December, 1856.
See Abstracts.			
Preliminary Expenses—			
Grand Trunk Railway	2,095 18 2		2,095 18 2
Toronto & Guelph do	10,537 9 8		10,537 9 8
Toronto & Kingston do	1,160 19 1	1,581 13 4	2,742 12 5
Montreal & Kingston do	3,699 3 5		3,699 3 5
Grand Junction do	347 8 10		347 8 10
A Engineering	57,259 3 5	849 5 5	58,108 8 10
B Works and Permanent Way	1,172,772 0 1	12,231 11 5	1,185,003 11 6
C Stations, Buildings and Offices	129,972 2 5	12,115 14 5	142,087 16 10
D Advertising and Printing	4,401 13 10	648 13 8	5,050 7 6
E Locomotive Stock	141,972 7 10	2,140 19 4	144,113 7 2
F Merchandize Car Stock	96,888 10 4	1,778 7 7	98,666 17 11
G Passenger do do	22,030 6 11	596 7 2	22,626 14 1
H Miscellaneous do do	13,768 12 1	642 14 4	14,411 6 5
I General Expenses, Canada	184,949 17 1	6,605 19 3	191,555 16 4
London	25,829 10 8	2,273 7 1	28,102 17 9
K Electric Telegraph	9,691 8 7	3,559 5 0	13,250 13 7
WORKS IN PROGRESS.			
Toronto and Sarnia	1,359,355 11 1	18,820 0 9	1,378,175 11 10
Montreal and Toronto	3,505,316 8 8	122,546 6 4	3,627,862 15 0
Quebec and Richmond	923,988 8 8	45,519 4 11	969,507 13 7
Quebec and Trois-Pistoles	419,312 0 0	3,041 13 4	422,353 13 4
Victoria Bridge	402,778 6 9	202,279 7 0	605,057 13 9
Belleville and Peterborough (survey)		6,691 13 4	6,691 13 4
Extra Works, Montreal and To	164,056 8 5	49,200 7 4	213,256 15 9
Toronto and Sarnia		2,007 10 0	2,007 10 0
London and Stratford Survey	2,502 12 11		2,502 12 11
Land and Land Damages	10,831 6 9	1,981 11 6	12,812 18 3
Steam Ferry Boats	24,962 15 11	175 0 0	25,137 15 11
	8,690,480 11 7	497,286 12 6	9,187,767 4 1
Balance to Credit of Capital Account			213,939 15 1
Currency			£ 9,401,706 19 2

Grand Trunk Railway Company of Canada,

Chief Accountant's Office,

Montreal, 14th March, 1857.

COMPANY OF CANADA.

Half Year ending 31st December, 1856.

Cr.

By Share Capital, viz:				
St. Lawrence Shares, amount received on them	238,010 16 8			
Toronto do do	166,859 16 8			
Quebec & Richmond Shares, do	352,175 15 9			
Grand Trunk Shares, A Series do	2,112,236 15 0			
B Series, am't issued to Contractors on payment of works	743,079 3 4	2,855,315 18 4	3,612,362 7 5	
By Debenture Capital, viz:				
Montreal City Debentures	125,000 0 0			
Island Pond do	109,500 0 0			
British American Land Company's Bond	25,000 0 0			
Montreal Seminary do	25,000 0 0			
Quebec and Richmond Debentures	121,666 13 4			
Grand Trunk Debentures, A Series	1,066,590 16 8			
B do	692,405 0 0	1,758,995 16 8	2,165,162 10 0	
By Provincial Debentures:				
Issued on account of St. Lawrence and Atlantic Railroad Co.	568,791 13 4			
Do Quebec and Richmond do	304,166 13 4			
Do Grand Trunk do	2,751,223 15 1	3,624,182 1 9	3,624,182 1 9	
Currency			£ 9,401,706 19 2	

W. H. A. DAVIS, C. A.

[No, 5.]

GRAND TRUNK RAILWAY OF CANADA.

DETAILS OF EXPENDITURE REFERRED TO IN CAPITAL ACCOUNT.

ENGINEERING—ABSTRACT A

	£	s.	d.
Salaries and Office Expenses.....	586	13	11
Travelling and Incidental Expenses.....	212	11	6
Miscellaneous.....	50	0	0
	849	5	9

WORKS AND PERMANENT WAY—ABSTRACT B.

	£	s.	d.
Rails and Chairs.....	881	17	7
Way not contracted for.....	1,233	18	10
Bridges, Tunnels and Culverts.....	1,929	12	3
Extra and additional Works.....	6,105	14	5
Signals, &c.....	278	2	11
Ballast and Ballasting.....	172	10	0
Fencing.....	958	12	6
Miscellaneous.....	671	2	11
	12,231	11	5

STATIONS, BUILDINGS AND OFFICES—ABSTRACT C.

	£	s.	d.
Temporary Stations.....	19	4	9
Engine Stations.....	138	19	11
Passenger Stations.....	1,461	4	1
Merchandise Stations.....	1,081	19	3
Wood and Water Stations.....	1,548	12	6
Offices.....	29	8	2
Wharves and Depot Grounds.....	7,836	5	9
	12,115	14	5

ADVERTISING AND PRINTING—ABSTRACT D.

	£	s.	d.
Secretary, &c., and Managers Departments.....	648	13	8

LOCOMOTIVE STOCK—ABSTRACT E.

	£	s.	d.
Engines.....	1,437	6	11
Tenders.....	0	9	7
Spare Gear.....	8	17	8
Workshops.....	274	17	1
Tools and Implements.....	403	1	8
Stationary Engines.....	15	10	8
Miscellaneous.....	0	15	9
	2,140	19	4

 MERCHANDIZE CAR STOCK—ABSTRACT F.

	£	s.	d.
Merchandize Cars.....	1,027	11	6
Cattle Cars.....	33	0	0
Platform Cars.....	52	17	6
Workshops.....	16	0	11
Implements and Tools.....	290	8	7
Miscellaneous.....	358	9	1
	1,778	7	7

 PASSENGER CAR STOCK—ABSTRACT G.

	£	s.	d.
First Class Cars.....	98	12	10
Second Class Cars.....	57	17	6
Baggage Cars.....	60	8	5
Workshops.....	8	12	3
Tools and Implements.....	26	9	7
Miscellaneous.....	344	6	7
	596	7	2

 MISCELLANEOUS STOCK—ABSTRACT H.

	£	s.	d.
Furniture in General Offices.....	121	5	8
Furniture at Stations.....	521	8	4
Houses.....	0	0	4
	642	14	4

 GENERAL EXPENSES—ABSTRACT I.

	£	s.	d.
Salaries and Office Expenses.....	3,148	12	1
Rent and Taxes.....	75	0	0
Books and Stationery.....	765	7	4
Insurance.....	93	19	6
Lighting.....	5	17	10
Auditing.....	0	5	0
Law and Notarial charges.....	1,029	17	0
Miscellaneous.....	1,487	0	6
	6,605	19	3

 ELECTRIC TELEGRAPH—ABSTRACT K.

	£	s.	d.
Instruments.....	498	2	3
Repairing Implements.....	12	6	11
Line.....	2,790	18	8
Office and Fittings.....	30	6	5
Batteries.....	47	7	1
Salaries.....	150	0	0
Stationery.....	0	15	9
Incidentals.....	29	7	11
	3,559	5	0

[No. 7.]

GRAND TRUNK RAILWAY, OF CANADA.

DETAILS OF EXPENDITURE REFERRED TO IN REVENUE ACCOUNT.

LOCOMOTIVE POWER—ABSTRACT L.

	£	s.	d.
Salaries, Wages, &c., in working Locomotive Engines.....	17,288	16	3
Fire Wood.....	23,540	15	10
Oil, Tallow and Waste.....	2,583	14	7
Materials for Repairing, &c., Engines and Tenders.....	2,476	0	1
Wages for repairing Engines and Tenders.....	6,495	4	2
Repairs to Workshops, Tanks, Tools, &c.....	1,061	12	1
Repairs not done by the Company.....	2,859	10	3
Lighting.....	178	8	8
Small Stores.....	8	7	7
Water.....	2,722	11	9
Watchmen.....	261	2	9
Miscellaneous.....	216	13	0
	59,692	17	0

COACHING CHARGES—ABSTRACT M.

	£	s.	d.
Salaries to Superintendents and Booking Clerks and Office Expenses....	3,290	18	10
Wages to Conductors' Brakemen and Porters.....	3,426	4	4
Oil Tallow and Waste.....	729	16	1
Materials for repairing Cars.....	1,655	10	1
Wages for repairing Cars.....	1,995	11	8
Repairs to Workshops, Tanks, Tools, &c.....	94	1	3
Repairs not done by the Company.....	666	5	7
Compensation.....	205	5	0
Small Stores.....	101	15	9
Lighting.....	185	17	11
Wages to Switchmen.....	1,283	1	9
Miscellaneous.....	789	15	10
	14,424	4	1

MERCHANDISE CHARGES—ABSTRACT N.

	£	s.	d.
Salaries to Superintendents and Clerks and Office Expenses.....	3,871	5	9
Wages to Conductors, Brakemen and Porters.....	9,093	10	8
Oil, Tallow and Waste.....	1,589	3	11
Materials for repairing Cars and Sheets.....	3,223	3	9
Wages for repairing Cars and Sheets.....	4,155	0	2
Repairs to Workshops, Cranes, Tools, &c.....	280	5	3
Repairs not done by the Company.....	1,735	14	10
Lighting.....	239	6	2
Compensation.....	334	1	4
Small Stores.....	74	2	4
Wages to Switchmen.....	1,574	15	9
Miscellaneous.....	795	7	10
	26,965	17	9

MAINTENANCE OF WAY AND BUILDINGS—ABSTRACT O.

	£	s.	d.
Inspectors, Platelayers, &c., Wages and Tools.....	7,947	5	6
Rails, Chairs, Ties, Fittings, Sleepers, &c.....	7,340	11	8
Ballast and Ballasting.....	2,803	12	11
Repairs to Bridges, Tunnels, Culverts, Slopes, &c.....	11,704	19	6
Repairs to Stations, Buildings, Sidings and Approaches.....	3,526	2	9
Repairs to House Property.....	351	9	5
Proportion of Engineers' Salaries and Office Expenses.....	390	14	2
Maintenance contracted for.....	23,955	16	3
Small Stores.....	97	18	5
Lighting.....	359	17	11
Miscellaneous.....	929	10	1
	59,407	18	7

GENERAL CHARGES—ABSTRACT P.

	£	s.	d.
Salaries to Officers and Clerks.....	2,416	9	5
Direction.....	3	6	10
Advertising, Printing and Stationery.....	1,765	7	9
Law Charges for General Business.....	69	4	11
Insurance.....	174	19	4
Storekeepers' Wages and Office Expenses.....	159	0	10
Travelling Expenses.....	229	0	1
Miscellaneous.....	1,444	11	4
	6,262	0	6

TELEGRAPH CHARGES—ABSTRACT Q.

	£	s.	d.
Salaries.....	661	18	7
Instruments.....	5	0	10
Repairs.....	46	12	7
Office Fittings.....	16	17	5
Batteries.....	96	16	2
Incidentals.....	76	6	5
Stationery.....	38	8	4
	942	0	4

TAXES—ABSTRACT R.

	£	s.	d.
School Taxes.....	57	4	11
Municipal Taxes.....	846	0	1
Road Taxes.....	1,100	5	2
	2,003	10	2

[No. 8.]

GRAND TRUNK RAILWAY COMPANY OF CANADA.

CR.

General Balance 31st December, 1856.

DR.

	£	s.	d.		£	s.	d.
To Cash on hand.....	10,130	1	10	By balance at credit of capital account.....	213,939	15	1
" Toronto City Debentures on hand.....	100,000	0	0	" do do revenue account, viz:			
" Atlantic & St. Lawrence shares held by this Com- pany.....	49,808	6	8	" Amount at credit of this account 30th June, 1856.....	98,388	2	11
" Bills receivable on hand.....	1,013	11	3	" do do do half,			
" Exchange and commission account.....	30,407	6	0	" Year ending 31st December, 1856.....	38,929	16	7
" Premiums on Debenture account.....	165,298	15	4	" Amount retained from contractors as a Reserve Fund.....	131,217	19	6
" Outstanding traffic accounts.....	59,239	3	4	" Amount retained from contractors as a Fund to meet Salaries.....	54,750	0	0
" Interest paid to date.....	760,017	10	8	" Bills payable outstanding.....	64,221	4	2
" Balance due on sundry accounts.....	78,132	15	11	" Bills of Exchange Account.....	419,215	8	8
" Balance at debit of Atlantic and St. Lawrence Rail- road Company.....	50,320	0	2	" Amounts due to Sundry Individuals.....	3,023	19	7
" Appropriation for damages Explosion at Longueil, &c. received on account of Preference Bonds.....	18,402	1	0	" Amounts charged not yet paid.....	31,031	10	6
" Stores on hand.....	113,569	15	0	" Premium Sale of Debentures.....	69,111	13	3
" Fuel on hand.....	47,462	19	5	" Amount received on Account of Preferential Bonds as per Canada Act, 1856.....	78,940	15	4
	96,207	19	10	" Loan Account.....	113,569	15	0
					400,988	5	4
	£1,580,010	6	5		£1,580,010	6	5

W. H. A. DAVIS, C. A.

Grand Trunk Railway Company,
Chief Accountant's Office,
Montreal, March 14th, 1857.

[No. 9.]

STATEMENT No. 1.

STATEMENT shewing the Expenditure on the different Railways forming The Grand Trunk Railway of Canada up to 31st December, 1856.

	£	s.	d.
The St. Lawrence & Atlantic Railroad—			
Up to the date of Amalgamation, there has been expended on this Road.....	1,289,915	9	2
From the amalgamation to the 31st December, 1856, there has been expended.....	444,034	8	10
Total cost of the St. Lawrence & Atlantic R. R. to 31st Dec., 1856.	1,733,949	18	0
The Quebec & Richmond Railroad—			
Up to the date of amalgamation there has been paid to Contractors on account of this Road.....	452,924	5	11
From the Amalgamation to the 31st December, 1856, there has been expended.....	541,778	11	8
Total cost of the Quebec & Richmond R. R., to 31st December, 1856.	994,702	17	7
The Toronto & Sarnia Railway—			
Up to the date of Amalgamation there had been expended on this road.....	10,537	9	8
From the Amalgamation to the 31st December, 1856, there had been expended.....	1,388,269	3	2
Total cost of Toronto & Sarnia R. W. as far as constructed up to } 31st December, 1856. }	1,398,806	12	10
The Grand Trunk Railway—			
On the Section from Montreal to Toronto there has been expended to 31st December, 1856.....	4,022,694	12	9
On the Section from Quebec to St. Thomas there has been expended up to 31st December, 1856.....	444,632	12	4
Total cost of the Grand Trunk R. Way to 31st December, 1856 ...	4,467,327	5	1
The Victoria Bridge—			
There has been expended on the Victoria Bridge up to 31st Dec., 1856.....currency	605,057	13	9

N. B.—The above are exclusive of the amounts expended on the Atlantic and St. Lawrence Rail Road, leased by the Grand Trunk Railway Company—£397,078 19 6.

[No. 11.]—STATEMENT

ABSTRACT OF THE AFFAIRS OF THE GRAND TRUNK

EXPENDITURE.

	£	s.	d.
Total Amount of Expenditure on the St. Lawrence and Atlantic Railroad, up to 31st December, 1856, as per Statement No. 1.....	1,733,949	18	0
Total Amount of Expenditure on the Quebec and Richmond Railroad, up to 31st December, as per Statement No. 1.....	994,702	17	7
Total Amount of Expenditure on the Toronto and Sarnia Railroad, up to 31st December, as per Statement No. 1.....	1,398,806	12	10
Total Amount of Expenditure on the Grand Trunk Railway, up to 31st December, as per Statement No. 1.....	4,467,327	5	1
Total Amount of Expenditure on the Victoria Bridge, up to 31st December, 1856, as per Statement No. 1.....	605,057	13	9
Total Amount of Expenditure on Account of the Atlantic and St. Lawrence Railroad Company.....	£689,533	19	6
Less received in Bonds and Shares.....	292,475	0	0
	397,078	19	6
Cost of Steam Ferry Boats built by the Company.....	25,137	15	11
Land and Land Damages.....	12,812	18	3
Cost of Stores and Fuel on hand.....	143,670	19	3
Balance of Interest paid from date of Amalgamation on the Capital raised and expended on the St. Lawrence and Atlantic, the Quebec and Richmond, the Toronto and Sarnia and Grand Trunk Railway, and the Victoria Bridge.....	500,426	11	7
Expenses in London connected with the Company.....	28,102	17	9
Balances of Sundry Accounts.....	126,942	2	11
Amount due to the Company on outstanding Traffic Accounts.....	59,239	3	4
Cash on hand.....	£ 10,130	1	10
Toronto City Bonds on hand.....	100,000	0	0
Atlantic and St. Lawrence Shares on hand.....	49,808	6	8
Bills Receivable on hand.....	1,013	11	3
	160,951	19	9
Amount in the hands of the Provincial Agents in London, on Account of Amount received on Preference Bonds.....	113,569	15	0
Currency, £	10,767,777	10	6

GRAND TRUNK RAILWAY COMPANY OF CANADA,

Chief Accountant's Office,

Montreal, 19th March, 1857.

No. 3.

RAILWAY COMPANY OF CANADA, on the 31st December, 1856.

RECEIPTS.

	£	s.	d.
Amount of Capital contributed by the St. Lawrence and Atlantic Railroad Company, as per Statement No. 2.....	1,091,302	10	0
Amount of Capital contributed by the Quebec and Richmond Railroad Company, as per Statement No. 2.....	778,009	2	5
Amount of Capital contributed by the Toronto and Guelph Railroad Company, as per Statement No. 2.....	166,859	16	8
Amount of Capital contributed by the Grand Trunk Railway Company, as per Statement No. 2.....	7,365,535	10	1
Amount of Loans from Bankers, &c.....	400,988	5	4
Amount of Bills payable and Bills of Exchange outstanding.....	422,239	8	3
Amount retained from the Contractors by the Company, viz : For Reserve Fund.....	£54,750	0	0
For Salary Fund.....	64,221	4	2
	118,971	4	2
Balance at Credit of Revenue Account on 31st December, 1856.....	131,217	19	6
Amount of Premium received on Sale of Debentures.....	78,940	15	4
Amounts due to sundry persons.....	31,031	10	6
Amounts charged but not yet paid.....	69,111	13	3
Amount received on account of Preference Bonds, as per Canada Act 1856.....	113,569	15	0
Currency, £	10,767,777	10	6

W. H. A. DAVIS, C. A.

[No. 12.]

Statement shewing the amount of Capital on which the Grand Trunk Railway Company have to pay Interest, on the 1st January, 1857.

Where Payable.	NATURE OF CAPITAL.	Amount:		Total of each description of Capital.		Total Amount.	
		£	s. d.	£	s. d.	£	s. d.
In England.....	Share Capital "A" Issue.....	1,736,085					
	"B" Issue.....	610,750					
	Atlantic & St. Lawrence Shares.....	206,300	0 0				
	St. Lawrence & Atlantic do.....	163,750	0 0				
	Quebec & Richmond do.....	282,500	0 0				
	Toronto & Guelph do.....	44,200	0 0	3,043,585	0 0		
	Bond Capital Company's "A" Bond.....	876,650					
	"B" do.....	569,100					
	Quebec & Richmond Bond.....	100,000	0 0				
	Atlantic & St. Lawrence Stg. Bond.....	100,000	0 0				
* St. Lawrence & Atlantic do.....	90,000	0 0	1,735,750	0 0	4,779,335	0 0	
In Canada.....	Share Capital, St. Lawrence & Atlantic Shares.....	31,450	0 0				
	Quebec & Richmond do.....	3,300	0 0				
	Toronto & Guelph do.....	91,725	0 0	126,475	0 0		
	Bond Capital, Montreal City Bonds.....	102,739	14 6				
In Portland.....	do Seminary Bonds.....	20,547	18 11				
	British American Land Company's Bonds.....	20,547	18 11	143,835	12 4	270,310	12 4
	Share Capital, Atlantic & St. Lawrence Shares.....			307,191	15 7		
	Bond Capital, City of Portland Bonds.....	410,958	9 10				
	Atlantic & St. Lawrence Bonds.....	203,013	14 0	613,972	3 10	921,163	19 5
	Total amount of Capital on which Interest has to be paid.....					5,970,809	11 9

	Capital.		Interest to pay.	
	£	s. d.	£	s. d.
On Capital in England, Shares.....	3,043,585	0 0	182,615	2 0
Bonds.....	1,935,750	0 0	105,045	0 0
On Capital in Canada; Shares.....	126,475	0 0	7,588	10 0
Bonds.....	143,835	12 4	8,630	2 9
On Capital in Portland, Shares.....	307,191	15 7	18,431	10 2
Bonds.....	613,972	3 10	36,838	6 8
Total amount of Annual Interest.....			359,148	11 7

* These Bonds are at 7 per cent.

MEM.—The Interest on the Government Loan of £3,111,500 is not included in the above, being payable by the Government for the next five years.

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Chief Accountant's Office,
Montreal, March 5th, 1857.

[No. 13.]

ESTIMATE of the Amount required by the Grand Trunk Railway Company to enable them to complete the works begun, make such Extra Sidings and other works as are absolutely necessary for the wants of the traffic and to purchase the Rolling Stock required by the increased traffic on the Road.

	£	s.	d.
To finish the Victoria Bridge under the New Agreement with Messrs. Peto & Company.....	760,211	0	0
To Extra Sidings Montreal to Toronto..... 10 miles			
Toronto to Stratford..... 4 do			
Montreal Eastward..... 3 do			
17 miles			
	£ 3,000		
For Station at Point St. Charles.....	25,000		
For other works required there.....	10,000		
		35,000	0 0
For Station at Toronto.....	25,000		
For other works required there.....	10,000		
		35,000	0 0
For Extra Work along the Line, Montreal to Toronto.....	25,000		
Toronto to Stratford....	15,000		
Montreal Eastward.....	25,000		
		65,000	0 0
For Rolling Stock viz:			
30 Freight Engines	£2,500	£75,000	
10 Passenger do	2,000	20,000	
10 1st Class Pas. Cars	700	7,000	
30 2nd do do	300	9,000	
600 Box Cars	145	87,000	
			198,000 0 0
Sterling.....	£	1,144,211	0 0

Grand Trunk Railway Company,
Chief Accountant's Office,
Montreal, 5th March, 1857.

[No. 14.]

STATEMENT shewing the amount required to meet the Working Expenses of the Line, Maintenance of Way, Purchases of Stores, Fuel, &c., from 1st March to 30th June, 1857.

	£	s.	d.
Monthly Pay Rolls of the Eastern, Central & Western Divisions.....	15,000	0	0
Maintenance of Way, of the Eastern, Central & Western Divisions....	6,172	15	0
Monthly Pay Rolls & Accounts of the Portland Division.....	12,500	0	0
Engineers' Monthly Schedule of Accounts of Eastern, Central & Western Divisions.....	2,500	0	0
Monthly purchases of Stores.....	9,000	0	0
Do do of Fuel.....	5,000	0	0
Sundry Expenses, Salaries, &c.....	1,250	0	0
Monthly Expenditure.....	51,422	15	0
Expenditure for 4 months.....	205,691	0	0

Grand Trunk Railway Company,
Chief Accountant's Office,
Montreal, 5th March, 1857.

[No. 15.]

COMPARATIVE STATEMENT of Weekly Traffic on the Grand Trunk Railway from the opening of the through line on 17th November, 1856, and the corresponding period from 17th November, 1855.

		1855-6.			1856-7.			Increase.		
		Miles open, 513.			Miles open, 849.					
		£	s.	d.	£	s.	d.	£	s.	d.
Week ending	November, 22nd	6,548	3	3	12,201	0	9	5,652	17	6
	do 29th	6,966	14	6	12,871	0	9	5,904	6	3
	December, 6th	7,003	9	5	11,170	18	3	4,167	8	10
	do 13th	5,599	6	4	11,461	7	11	5,862	1	7
	do 20th	5,835	6	9	9,516	14	7	3,681	7	10
	do 27th	4,028	10	2	8,381	17	9	4,353	7	7
	January, 3rd	3,505	16	6	10,904	15	2	7,398	18	8
	do 10th	3,718	1	3	8,622	12	10	4,904	11	7
	do 17th	3,789	17	3	9,177	15	10	5,387	18	7
	do 24th	4,485	3	0	6,930	2	9	2,444	19	9
	do 31st	4,545	5	8	7,425	7	5	2,880	1	9
	February, 7th	4,278	3	8	8,469	10	8	4,191	7	0
	do 14th	4,598	12	2	9,147	14	0	4,549	1	10
	do 21st				11,395	6	0			
	do 28th	5,868	6	5	13,915	17	1	8,047	10	8
	March, 7th	4,195	6	9	11,872	0	0	7,676	13	3
	do 14th	4,615	5	1	12,805	14	4	8,190	9	3
	do 21st	6,237	3	6	13,480	0	2	7,242	16	8
	do 28th	6,377	17	1	13,874	10	11	7,496	13	10
	April 4th	6,749	13	0	13,578	13	4	6,829	0	4

Weekly average of Traffic from 17th Nov., 1856 to 4th April, 1857—£10,861 3 0.

[No. 16.]

STATEMENT of the Number of Passengers, and Amount of Merchandize, &c., carried by the Grand Trunk Railroad from the opening of the through line to 4th April, 1857.

	Passengers.	Merchandize. Tons.	Lumber. Feet.	Fire Woods. Cords.
During the 4 weeks ending				
13 December, 1856 ..	61,864	24,393	3,109,036	5,005
10 January, 1857 ...	49,926	18,666	1,106,646	5,206
7 February, 1857 ...	38,424	14,928	1,018,063	4,202
7 March, 1857	50,364	27,384	2,160,367	5,131
4 April, 1857	57,363	29,829	3,090,415	6,692
Total	257,935	115,200	10,484,527	26,236

No. 17.

Report of Messrs. Benedict and Street.

TORONTO, 10TH APRIL, 1856.

SIR,

We have the honor to acquaint you for the information of His Excellency the Governor General, that on the 7th of last month, we met at the office of the Department of Public Works in this City, in compliance with the requests of the Commissioner, that we should proceed with the least possible delay to enter upon the duties connected with the office to which His Excellency had been pleased to appoint us, involving a general examination of the line of the Grand Trunk Railway, in pursuance of the 4th sub-section of the first clause of the statute of 18 Victoria ch. 174.

Having consulted and arranged with Mr. Killaly as to the course to be adopted that would most facilitate the procuring of the necessary information and acquiring a knowledge of the details, we adjourned to the office of the Contractors, where a room was at once placed at our command for our meetings, and the plans, sections, specifications, monthly estimates, contracts and other documents shewing the state and progress of the works were unreservedly laid before us.

Knowing the desire of the Government to have our report and estimate as soon as practicable, we have labored assiduously and are now enabled to submit the result of our examinations.

From the documents above adverted to, and the data furnished us by the Chief Engineer of the Company, we proceeded in the first instance to form an estimate of the cost of completing and equipping the line from this City to Brockville, being the portion to which our attention was more particularly directed by our letter of instruction from the Commissioners.

From these data, which give in detail the quantities of work of all classes, including station and other buildings, remaining to be done on the *first day of February last*, calculated at liberal rates, it appears that the cost of completing the line from Toronto to Brockville, exclusive of rolling stock and contingencies, would amount to £363,044, Halifax currency, at that date.

Having concluded these calculations, our next step was to proceed to Montreal to inspect the rolling stock finished and in progress, and then to return along the line in order to judge, from personal inspection, of the character of the several works, and the manner in which they have been executed, and also, by seeing the actual state of the excavations, embankments and other works, and comparing it with the sections furnished us, on which the estimate of completion is based, to be enabled to determine how far they were safely to be relied on.

At Montreal we devoted three days to a careful inspection of the depot grounds and buildings, which are constructed in a most creditable and substantial manner, and which, when fully completed, will be found second to none that we have seen on this continent. The several workshops are admirably provided, and every means and appliance are at hand to turn out a large amount of work of the best description.

To the rolling stock we also gave the attention which so important a branch of Railway work demands: the result of our scrutiny was highly satisfactory, both in regard to style of construction, and the suitableness of the materials.

After taking into account the amount of rolling stock finished and unfinished, and the value of materials prepared, we estimate the amount required to equip the line from Toronto to Brockville, as required by contract at £80,100 currency. It is to be observed that we have given the Company no credit for a large amount of rolling stock (22 Locomotive Engines), stated now to be on its way from England.

Having concluded our surveys in Montreal, we returned to Brockville, by rail, and then followed the line to Toronto, and having devoted six days to this part of the road, and inspected all the important points, and compared the state of the works on the ground with that shown on the working sections, we are satisfied that the latter truly represent the progress of the work, and that the measurements derived therefrom, on which the estimate is based, may be relied upon.

In the foregoing it is shewn that we estimate the cost of completing the works and buildings of the line from Toronto to Brockville, at £363,044
 Add for contingencies and interest on this sum, 10 per cent. 36,304
 Also, to complete rolling stock on the same portion 80,100

Total cost of completing line from Toronto to Brockville. . . . £479,448 Cy.

With a view to estimating the cost of completing that portion of the road west of Toronto, so far as the provisions of the Act 8th Victoria, chap. 174 extend, namely, to Stratford, we called for documents and vouchers connected with it, similar to those furnished for that portion from Toronto to Brockville, and from thence we gather, that the completion of the works of the section from Toronto to Stratford will require the sum of £33,683
 Add for contingencies 3,368

£37,051 Cy.

Although we have not had an opportunity of personally examining this portion of the Railway, and comparing its state as shewn on the sections from which the estimate is framed with the works themselves, yet from the satisfactory verification of the result of our other calculations, coupled with the fact of Mr. Killaly's having lately made an inspection of it, and being satisfied with the correctness of the documents, we have no doubt but that this estimate for its completion may be relied on.

In order to arrive at the whole cost of fully completing and equipping the road from Stratford to Brockville, it is necessary further to add a sum for the portion of it in front of this City, assuming this to be 10,000 pounds for the graded track to be furnished by the City, and 5,000 pounds for the permanent way laid, the estimate for the entire line will be

Toronto to Brockville. £479,448
 Toronto to Stratford. 37,051
 In front of the City of Toronto. 15,000

Grand Total. £531,499 Halifax Cy.

In conclusion we feel it our duty to state for the information of His Excellency, that in our opinion the works on this portion of the line so far as they have progressed, are in accordance with the terms of the contracts and specification—that the bridges, viaducts and important station buildings are constructed in the most permanent and substantial manner, and that the preparation which has been made, and the amount of materials provided, evince the intention of the Contractors to finish the road in a style creditable to them and to the Province.

We are, Sir,

Your obedient Servants,

ROSWELL G. BENEDICT,
JAMES C. STREET.

HON. GEORGE E. CARTIER,
Provincial Secretary.

The undersigned was a party to and engaged with Messrs. Benedict and Street in the several calculations and estimates referred to in the foregoing—in the correctness of the entire of which he fully believes. He did not accompany those gentlemen along the works between Toronto and Brockville, being otherwise much engaged, and having but a short time before made a very close inspection of them. He entertains strongly the same opinions as to the character of the works as those expressed by Messrs. Benedict and Street. The portion of the line from Toronto to Stratford he has likewise had a late opportunity of visiting, and he has no doubt of the correctness of the estimate for the completion of that section also, the works of which are not to be surpassed for sound and durable construction.

HAMILTON H. KILLALY,
Asst. Commissioner Public Works.

Department of Public Works,
Toronto, 8th April, 1856.

[No. 18.]

Montreal, 16th December, 1856.

TO THE SECRETARY OF THE GRAND TRUNK RAILWAY
COMPANY OF CANADA.

SIR,

Enclosed please receive final certificate, Montreal and Toronto section, in favor of the contractors Messrs. Jackson, Peto, Brassey & Betts.

The entire work and equipment are completed and provided, so as to justify my recommending the Company to take the Line off the hands of the contractors.

And I am, Sir,

Your obedient servt.,

ALEXR. M. ROSS,
Engineer.

FINAL CERTIFICATE.

MONTREAL AND TORONTO SECTION.

TO THE SECRETARY OF THE GRAND TRUNK RAILWAY
COMPANY.

15th December, 1856.

I certify that the sum of Ten thousand one hundred and ninety-five pounds sterling, is due to the contractors Messrs. Jackson, Peto, Brassey & Betts; for work done in completing the Works and Rolling Stock on the Montréal and Toronto section of the Grand Trunk Railway of Canada.

ALEXR. M. ROSS,
Engineer.

£10,195.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL AND TORONTO SECTION.

FINAL CERTIFICATE.

15th December, 1856.

	£	s.	d.	£	s.	d.
Total contract.....				3,000,000	0	0
Less reserve for:						
Top ballast.....	3,000	0	0			
Proportion of Toronto passenger station.....	5,000	0	0	8,000	0	0
				2,992,000	0	0
Cr.						
By amount of previous certificates.....				2,981,805	0	0
Amount now due.....				10,195	0	0

[No. 19.]

Extract from Report of Walter Shanly, Esquire.

ENGINEER DEPARTMENT.

TORONTO AND SARNIA DIVISION GRAND TRUNK RAILWAY,

Toronto, 13th December, 1856.

DEAR SIR,

The Western Section of our Line as far as yet undertaken from this city to St. Mary's, being now out of the Contractors' hands, I beg leave to report upon the condition of the works—cost—final estimate, &c.

The contract between the Company and Messrs. C. S. Gzowski & Co., entered into 1853, covers as you are aware the whole of our Western Section from here to Sarnia—a distance of 167 miles.

The works, which had been partially commenced in 1852 on the first fifty miles, under the "Toronto and Guelph Railway Company," were pushed forward with much vigor in 1853 from Toronto to Stratford—and to a certain extent between the latter point and Sarnia.

Early in 1854 it was decided under an agreement with the Great Western Railway Company, to suspend operations west of Stratford until 1856 : and in June of the former year (1854) you called upon me to estimate the proportional value of the work on the two undermentioned subdivisions of the Toronto and Sarnia section—namely :

1st. From Toronto to Stratford.....	88 miles.
2nd. Stratford to Sarnia.....	79 "
The total amount of the contract being £1,376,000.	

By far the heaviest portion of the work, mile for mile, is found on the first named subdivision—and is probably of more expensive character than that of any equal portion of other Canadian line. The bridging is especially heavy, and the average quantity of excavation per mile very large indeed.

I reported the apportionment of cost as follows :

Toronto to Stratford	£907,310
Stratford to Sarnia.....	468,890
The quantity of Rolling Stock embraced in the former sum, amounted to.....	£70,945
And in the latter to.....	58,080

Subsequent to the date of suspension there was permission given to proceed with the grading of the line as far as St. Mary's, making the length of road under construction west of Toronto instead of 88-97 $\frac{1}{4}$ miles. And the estimate for the first subdivision was increased accordingly by the sum of £54,142.

An order was also given as recommended in your report to Sir C. P. Roney, of 22nd July, 1854, on the subject of the suspension to complete the rolling stock originally designed for the whole section—which order involved, as above estimated, a further expenditure of £58,080.

The estimated cost of completing the line according to contract stipulations for the half section between Toronto and St. Mary's, and furnishing the full quota of rolling stock for the whole section, then stood as follows :

Toronto to Stratford with its proportion of Rolling Stock.	£907,110
Stratford to St. Mary's	54,142
To complete full quota of Rolling Stock.....	58,080
	£1,019,332

Under the terms of their contract Messrs. Gzowski & Co. were only to furnish a limited amount of station accommodation, in the proportion of one to each ten miles of road. Five goods sheds only were to be provided for the whole line, two of which fall properly to the allocated estimate of the Stratford and Sarnia subdivision ; of sidings the contract called for an amount equal to but 3 per cent of the length of the road.

The requirements even of our way traffic—the only description of trade we are yet in a position to command, would not have been nearly met by the above named extent of accommodation—on a representation of which to you I was authorized to provide for such further stations as our anticipated business seemed to demand. An increase of sidings from 3 to 10 per cent was also ordered.

On the part of the line now opened for traffic, Toronto to Stratford, we have fourteen established way stations—eleven of which are provided with passenger-houses—twelve with warehouses—nine with watering apparatus—and six with wood sheds. There are engine stables of stone and brick at Guelph and Stratford, and a wooden workshop at Berlin.

In addition to the stations above named as “ established stations ” there are grounds provided for two others—one at Charlton, 4 miles, the other at Norval, 6 miles from Toronto. Both these stations more especially the latter which is well situated and very commodious, will come into early and very profitable use—for I feel satisfied that even with the large increase already made to our stations we are not yet fully provided in that particular.

The additional outlay incurred under the head of way stations amounts to.....	£21,100
And for increased sidings 6 $\frac{1}{2}$ miles.....	32,775

At Toronto station and Queen's wharf, a very large expenditure has been made. Some 10 acres of ground having been reclaimed from the lake and enclosed with a substantial breastwork of timber and stone giving a frontage on the water of some 1800 feet. A large engine stable, workshop, warehouse and wood shed, all of brick, have been erected, together with a commodious carriage-house of wood. There is also a temporary passenger house, with platforms, &c. and altogether the actual expenditure upon this station reaches the large sum of £28,680, being much in excess of what was originally contemplated, and the contractors consider themselves entitled to be allowed their actual expenditure on these works, over and above what may be deemed a fair interpretation of the contract. The

permanent passenger station, owing to the difficulty experienced in carrying our line through the city, is not yet commenced. By mutual understanding between the contractors east and west of Toronto, that building was to have been erected on joint account. Each party defraying half the cost—which was estimated at £12,000—one half of which sum should be charged against Gzowski & Co. in their final settlement with the Company.

With respect to the other works at this station, £10,000 would have covered the contractor's liabilities under the contract; deducting which from the gross expenditure above named..... £28,680

Leaves..... 18,680
as the amount claimed for additional work (supposing the Passenger Station completed).

In view of the large area of valuable ground that has been made, worth in itself at least twice the whole amount of the additional expenditure upon the station, I would recommend a favourable consideration of this claim and that it be allowed as it stands.

The last large item in the estimate is for constructing the abutments of all the bridges and all the large culverts for *double* instead of single track, £26,000, covering a very large additional quantity of masonry, excavation, embankments and foundation work. The bridging and culvert work between here and Stratford is enormous, both as regards the number of streams that are crossed and in the depths and widths of their valleys. The masonry of the Credit viaduct is over 120 feet in height.

The above claim has already been allowed for in the monthly certificates.

The remainder of the final estimate is made up of three items, viz: Account, Sundries, Engineering Expenses, &c., &c.....	£2769	6	10
Cost of water-lot, Toronto.....	1981	14	2
Sundry fittings to engine stables.....	322	11	6
Amount in currency.....	£5073	12	6

Which converted into sterling is..... £4170 0 0

The first item is for all expenses connected with the engineering outlay of this section of our line over and above the one per cent retained from the amount of the contract—and covers office expenses, postage, telegraph, draughting and copying charges—as well as salaries of Inspectors employed by me. And all other outlay properly chargeable against the Company in connexion with engineering for three and a half years up to the 1st June last.

The second item is for the water-lot (277 ft. front) at the foot of York Street in this City—where it is designed to erect our passenger station house—and which purchased by me nearly five years since for the Toronto and Guelph Railway Company, was at the time of the amalgamation assumed by the contractors, and is now by them conveyed at its cost to the Grand Trunk. The present value of this property, judging from the price asked for adjoining lots, is more than five times the amount at which it is rated in the estimates.

The third and last item is for smoke pipes, &c. &c. for the several engine stables on the line. The several items of expenditure above reported will sum up as follows :

ABSTRACT OF FINAL ESTIMATE.

C. S. GZOWSKI & CO.

TORONTO TO ST. MARY'S JUNCTIONS 97 $\frac{1}{4}$ MILES.—FROM QUEEN'S WHARF STATION.

Contract expenditure on, page 3.....	£961,252	0	0
Additional rolling stock, ".....	58,080	0	0
Schedule C.—Increased sidings 6 9-10 at £4750, page 5.	32,775	0	0
“ A.—Additional way station accomodation “	21,100	0	0
“ B. Do. Toronto do. page 6.	18,680	0	0
Double track, bridge and abutments, page 7.....	26,000	0	0
Sundry accounts, page 7.....	4,170	0	0
Total Sterling.....	£1,122,057	0	0
Total Currency.....	£1,365,169	0	0

Against which has to be charged :—

For 1st. Toronto passenger station.....	£6,000	0	0
2d. Incomplete work, Toronto to Straiford.....	4,000	0	0
3rd. Completion of road, Stratford and St. Mary's, June.....	12,080	0	0
Total deductions, Sterling.....	£22,080	0	0

Leaving amount of work done, Sterling.....	£1,099,979	0	0
Currency.....	1,338,305	0	0

The amount of certificates Nos. 1 to 36 inclusive, already granted for the works between Toronto and St. Mary's is, Sterling.... £1,082,858 9 6

And of a supplementary one issued in July, 1856 on account of additional stations..... 1,650 0 0

Making total amount heretofore estimated..... £1,084,508 9 6

The balance now due Contractors therefore will be :

Sterling.....	£15,468	10	6
Currency.....	£18,819	10	9

The average cost of the completed road from the Queen's wharf station here to the Junction near St. Mary's, 97 $\frac{1}{4}$ miles, amounts at the foregoing estimate to—

In Sterling per mile.....	£11,500	0	0
Currency.....	£14,000	0	0

The average cost of the Great Western Railway verges on £16,000 Currency per mile.

(Signed)

WALTER SHANLY,
Engineer.

[No. 20.]

Report of A. M. Ross, Esquire, and Appendix to the same.

No. 4.

(Copy.)

20th December, 1856

To the Honorable JOHN ROSS,
President of the Grand Trunk
Railway Company.

SIR,—In finally reporting upon the completion of the Section from Montreal to Toronto, I have to make the following exceptions. In the neighbourhood of Gananoque, Brighton and Grafton, some top Ballasting remains yet in complete which cannot be done until the spring of next year, the value of this is estimated at £3,000 sterling; there is also a sum of £6,000 sterling retained as the proportion due to the Toronto Passenger Station, the building of which must be deferred until the side is fixed, upon the completion of the Esplanade. These are the only incomplete works comprised by reasonable intendment in the Contract amount of £3,000,000 stg. The amount (£15,000) provided for the Passenger Station at Montreal, you are aware has been absorbed in the enlarged accommodation required at Point St. Charles for the amalgamated lines.

The Contract amount for the establishment at Montreal, required for the Montreal and Toronto Section was £45,000, including the passenger Station. This amount has been exceeded in the buildings already erected to the extent of £47,497 7, as shewn by account marked A; the area covered by these buildings is nearly three times the extent of the plans attached to the contract, which provide only for the amount necessary for the section to which it refers (Montreal and Toronto,) the lines subsequently amalgamated with the Grand Trunk Railway East and West required the provision at Montreal ultimately, determined upon and proceeded with to the extent described, which are ample as at present arranged until the bridge is completed, when it will doubtless become necessary to erect an independent passenger building as originally designed, although perhaps of much larger dimensions and similar in character to that lately constructed at Portland, which of the extent required may cost about £30,000. The shops for the repairs and construction of new stock have been amply supplied and furnished with the requisite machinery and tools for carrying on the works of the Establishment at a cost of £18,936 5 10 as shewn by account marked B.

At the period when the contract were let, provision only was made for an Establishment at Montreal sufficient for the requirements of the section between Montreal and Toronto, 333 miles. The cost of this was computed at £45,000 stg., and may be considered as a liberal apportionment for the purpose intended.

The subsequent amalgamation of the various sections of the Grand Trunk Railway to be united by the Victoria Bridge at Montreal, indicates the propriety of a re-arrangement of these Works, so as to afford an Establishment of sufficient magnitude to accommodate the requirements in repairs and construction of Rolling Stock for 900 miles of Railway, hence the apparently large expenditure under this head.

In addition to this a further expenditure has been incurred of a very important character connected with the transport of freight in bulk across the St. Lawrence by the construction of a wharf of considerable extent in deep-water below the Bridge, and communicating by rail with the Station at Pointe St. Charles until the Victoria Bridge is completed, which will depend entirely upon the amount of funds furnished for its prosecution.

This connection with the River is necessary for carrying on the Goods Traffic of the Railway without breaking bulk, the only means by which the trade can be secured at a price which would justify the selection of the Grand Trunk Route from the West.

The cost of this work as shewn by Account marked D, is £17,673 10s. 1d.

This is now completed and ready for use on the opening of the navigation in the Spring, and for the future this wharf will enable seagoing vessels to come alongside and discharge their cargoes at once into the Railway cars for transport westward.

Its construction is similar to that usually adopted in this Country for wharf purposes and corresponding with the Toronto Esplanade. In point of cost it is fully 20 per cent lower than that paid for the works of the Esplanade by the City of Toronto, and in this respect cannot be otherwise regarded than as cheaply obtained.

The next account of any importance arises in consequence of the very insufficient means provided by the Contract in reference to Sidings, which was limited to 3 per cent only upon the mileage; this has been increased to full 10 per cent as the least possible amount necessary for the most ordinary requirements, and I may here take occasion to add that within the next three years, five or six per cent more will be found necessary, which will amount to nearly twenty miles additional track. The excess already provided on this head amounts to the sum of £125,353 as per Account D, and contains not only the additional sidings found to be necessary at the Road Stations; that at Montreal alone amounting to six additional miles, but also the Branches into the various ballast fields along the Line as well as the connecting link with the Ottawa Railway near Prescott and Mile, the extension to the Market Hall at Toronto and also the Branch Line to Lyn Mills, three quarters of a Mile.

Maps of all the Stations are prepared shewing to extent and arrangement of the sidings as they now exist, and from which the amount has been made up and verified by the Resident Engineers of the respective districts.

The next item of expenditure already incurred beyond the Contract requirements has reference to the masonry of the Bridges; the foundations of all these structures were required to be brought up to water surface or surface of the ground, as the case might be, of sufficient width for a double track.

This has been done, and in addition, I directed the abutments of all the Bridges to be at once finished to the top, because to prepare the foundations only of such portions of a Bridge would, when required to be built to the top, endanger the Railway whenever the embankments would be interfered with, as must be the case in every instance where an abutment has to uphold an embankment.

To obviate this, I had them built to the necessary height at once ; and I have certified for the payment accordingly, as beyond the provisions of the Contract.

The propriety of so doing of course rests with me ; and I am convinced that no one who can properly appreciate the object gained will question it ; the amount of the account is £18,552 10s. Od. as per statement E.

The next account is that of the Road Stations, marked F, shewing an excess under this head of £28,994 sterling.

It will be remembered that in my report to the London Board, (21st. February, 1855,) I suggested that in order to meet the increased demand for Stations we should be allowed to construct those enumerated in the contract in a less costly manner by the substitution of timber stations instead of stone or brick, and so endeavour as far as practicable to cover the cost of the increased number required, by the economy thus recommended ; the idea however of substituting timber for brick or stone, created at the time so loud a clamour throughout the country generally, participated in by the representatives in Parliament, that the demand for brick or stone had to a great extent to be submitted to, and the consequence is that instead of being enabled to cover the cost of the additional stations erected, by the substitution of less costly structures, the account marked F shews an excess on this head of £28,994 sterling, as above stated.

The account marked G amounting to £5,192 15s. Od. has been incurred in consequence of a request by the Board of Works for improvements at St. Anns connected with the navigation which they insisted upon the Railway Company constructing at that place, consequently this expenditure could not have been avoided.

The next account marked H is one which in the aggregate will amount to £10,220 11s. Od sterling, and is for the extension of the line from the Don Station at Toronto to the point where it unites with the east end of the Esplanade between East street and Berthley street, a distance of 800 yards. The filling in and crib work necessary for this extension is considerable, extending as it does to nearly half a mile, the cost of which is made out in the same ratio as paid by the City of Toronto for similar work in the construction of the Esplanade.

This work is now in progress, but not quite complete, an amount of £3,287 13s. 5d. was paid on account in July last, the remainder will have to be certified when the work is complete.

The contract provides only for Engine Houses at Montreal, Kingston and Toronto. It has however proved absolutely necessary that small Stables or Engine Houses should be built at shorter intervals, and they have been provided at Cornwall, Brockville, Belleville and Cobourg as shewn in account marked I amounting to £19,000.

A summary of these statements will stand as follows :

Amount of Contract, Montreal and Toronto.....	£3,000,000	0	0
Account marked A. Station buildings at Montreal.	47,497	7	0
B. Tools for machine shops.....	18,936	5	10
C. Landing wharf at Victoria bridge.....	17,673	10	1
D. Increased sidings.....	125,353	0	0
E. Masonry in bridge abutments.....	18,552	10	0

F. Road stations, increased number.....	28,994 0 0
G. Wharf at St. Annes, by order of Board of Works	5,192 15 0
H. Extension of line at Toronto to unite with Esplanade.....	10,220 11 0
I. Additional engine houses.....	19,000 0 0

£3,291,419 18 11

C.R.

Amount retained for finishing Ballasting, Gananoque to Kingston.....	3,000
Amount retained for proportion of Toronto station.....	6,000
Amount yet to certify on extension at Toronto, 6,932 17 7	15,932 17 7
Amount of accounts certified to this date.....	£3,275,487 1 4

These results shew an excess of about $9\frac{1}{2}$ per cent. upon the estimate cost of 333 miles of railway, satisfactorily accounted for in eight items of expenditure, and when it is considered that these embrace an establishment at Montreal, suited for the maintenance of 900 miles of railway, furnished with all the requisite tools for carrying on the repairs and also the construction of new rolling stock of every description, an amount of additional sidings equal to fully 8 per cent. beyond the limited quantity prescribed by the contract, a landing wharf of capacious dimensions at Montreal, for facilitating the transport of goods in bulk across the river until the bridge is completed, as well as thirteen additional road stations, including four additional engine stables, where none had been provided for, I do think the advantages gained are fully equal to the cost and to the efficiency of the line indispensable even at this early stage of its operations.

I have already referred to the possible further outlay necessary for sidings which will be imperative to keep pace with the growing traffic, we have every reason to expect, and which must be stedfastly kept in view, as also an increase in rolling stock, which every days experience shews to be necessary, this is of the last importance, the difficulty already experienced in carrying the goods which offer at Toronto, unless promptly met, will militate against the character and efficiency of the line to an extent which would permanently injure its prosperity.

The Locomotive Superintendent should immediately be authorized to provide additional engine-power. This he has ample means of accomplishing; and of expediting at the establishment at Point St. Charles, by prompt arrangements, with these objects in view, he will be enabled to keep pace with the growing requirements of the line. Additional rolling stock in box-cars he is now proceeding with to a limited extent, under instructions from the Finance Committee.

There is one point of great importance in the economy necessary for future operations in the repair of existing stock, as well as in the construction of new, and that is in reference to wheels.

In the new building at Point St. Charles, provision is made for an iron foundry 68 feet by 40 feet; this department should be immediately furnished with the requisites necessary for carrying on this important branch of busi-

ness. In the article of wheels alone a saving of several thousands a-year would accrue, and the difficulties heretofore experienced in obtaining the proper article of the proper kind would be at once obviated.

This is a point which should have immediate attention ; and, under the management of the Locomotive Superintendent, a uniformity of design or pattern would be adopted, and a large annual saving effected.

The broken metal would be re-cast upon the Company's premises, cost and trouble of transport avoided, and any sacrifice in its sale to other manufacturers saved.

The replacement of injured and broken rails is an item of expenditure connected with the maintenance of the road which will annually increase, and upon 940 miles of road will, in the course of a few years, amount to a large sum.

At present there is upon the sections recently opened but little to contend with on this head beyond what is produced by the severity of the frost ; this occurs at the rate of about one rail in a mile during the winter season, or in the ratio of 1 in 500, which does not amount to anything serious.

Those portions of the eastern section which have been in operation for six or seven years shew a different result, and the renewal upon the Portland line already amounts to 500 tons annually, in the ratio of 1 in 30, so that of 150 miles comprised in this section, 5 miles of rails will require to be annually replaced. To some extent inferior iron may account for this, although the chief cause of so premature a decay is owing to the insufficient completeness of the road at its commencement being open for some years when but partially ballasted. The rails necessarily were badly used, twisted and broken, similar causes have produced similar results upon the St. Lawrence and Atlantic Line (Longueuil to Island Pond) although not to the same extent. Nevertheless the renewals upon this section have been considerable, amounting to the rates of about 1 in 50. The renewals required for the Portland section have for the last two years been economically managed ; an arrangement was effected with a Manufacturer at Boston to re-roll our old rails for £5 stg. per ton, supplying a ton of new for every ton of old sent to the mill.

The cost of transport from Portland and back, including all charges being 10s. stg. per ton, so that for £5 10s. stg. per ton we have our rails renewed.

I do not think that for the present we can improve upon this arrangement in so far as the United States portion of the line is concerned. It is therefore with reference to the Canadian portion of the line (about 750 miles) that we must be prepared to deal and make such provision as is necessary for the requirements of this important branch of expenditure. There is at present no establishment existing in Canada where such work could be performed, and in view of the growing wants of the Railway in this particular, when to replace the ordinary wear and tear of 750 miles of Railway will require the re-rolling of 60 tons per week, equal to 3,000 tons per annum : (estimating the life of a rail at 25 years) it is necessary that what is required for carrying on this branch of the service should be provided.

A rolling mill of moderate extent capable of turning out a hundred tons per week if necessary, would in the Company's hands effect a saving of £15,000 per annum.

The locality best suited for this purpose on every point of view is at Point St. Charles, and as soon as practicable the establishment required should be provided, the cost of which would not exceed the amount of one year's saving upon the above estimate.

There is one other item of expenditure I have yet to refer to, though of less consequence than any yet mentioned, it is still of importance sufficient to justify the Company becoming their own Gas Manufacturers for the establishment at Point St. Charles, where from five to seven hundred lights will in the winter season shortly be required.

The charge for this article in Montreal is exorbitant, 12s. Stg. per thousand. I am quite certain that it can be produced, allowing reasonable remuneration for the outlay required, at forty per cent under the above cost, including every expense attending its production, which an outlay of £4,000 would amply effect.

The repairs of the Permanent Way, an important item in the Current Expenses, has been arranged for throughout the whole of the lines in operation from Portland to Stratford, as also from St. Thomas to Richmond, and I consider upon very reasonable terms for three years, in eight contracts at an average of

£97	5	0	currency per mile for the first year,
93	15	0	do do for the second year,
93	5	0	do do for the third year.

The aggregate length thus let, being 856 miles. The parties engaged are all experienced in Railway works and well suited for their respective divisions.

The contracts have been prepared by Mr. Doucet, the Notary, of Montreal, and have the specifications attached thereto.

In proceeding to report upon the Western Section from Toronto to St. Mary, I annex a very full report and accompanying account prepared agreeably to my instructions by Mr. Walter Shanly who has been in charge of that division from its commencement.

The observations I have already made in reference to Sidings and additional accommodation and Bridge abutments, apply equally to the Western Section, the details of which are amply shewn in Mr. Shanly's statements, a summary of which is as follows:

Contract Estimate, Toronto to St. Mary, 97½ miles.....	£961252
Additional Rolling Stock being that due to the Section from	
St. Mary to Sarnia in full under the whole contract.....	58080
Additional Siding 6½ miles.....	32775
Additional Station accommodation.....	39780
Bridge Abutments.....	26000
Sundries as per report.....	4170

Against which I have deducted for Toronto Passenger Station one ½.....	.....	
Cost due by this Section.....	£6000	0	0
For incomplete work per report to Stratford....	4000	0	0
Do. from Stratford to St. Mary's deferred till de- termination of Western Extension by the Company	12080	0	0
		<hr/> 22080	
		<hr/> £1099977 0 0	
Of this amount there was certified to 1st July last the sum of.....	1084508	9	6
Leaving a balance of which I have now certified.....	£ 15468	10	6

When it was determined to suspend the construction of the Line West of Ste. Mary's, it became necessary to define the relative amount and value of the work to be done upon the section proceeding with.

This was found to amount to the value of very nearly £10,000 per mile ; leaving barely £6,000 per mile for the remainder. The work upon the suspended portion being very light, and with only one Bridge of small extent comprised therein sufficiently accounts for this.

The rolling stock due to the Western portion valued at £750 per mile was also added to that of the Eastern End, swelling the amount of the part constructed to an apparently inordinate sum ; although in reality for the work done and material in rolling stock supplied, the vast proportion only due to it has been taken to account and allowed for.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

A. M. ROSS,
Chief Engineer.

Appendix to Report of A. M. Ross, Engineer.

A.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL DIVISION.

Expenditure at Point St. Charles Station, Montreal, estimated in Contract as amounting to £45,000.

1856.		£	s.	d.	£	s.	d.
November.	Erecting and boiler shop.....				17,495	5	5
	Fitting and turning shop, foundations for machinery, fixing, do.....	6,256	19	9			
	Shafting 30 horses engine.....	3,361	3	0			
	Smithy and stores.....	6,266	19	5	9,613		9
	“ fittings and stores in 1855.....	443	1	1			
	Fixing stationary engine, building smith's hearths, blast pipes, &c.....	2,242	7	9			
	Car shop.....	7,209	0	0	8,952	8	3
	“ tools and machinery.....	2,967	2	4			
	Fire engine complete.....				10,176	2	4
	Engine paint shop.....				398	0	0
	Car paint shop.....				3,588	0	0
	Engine stable No. 1.....				1,985	10	6
	Engine stable No. 2.....				8,204	1	4
	Freight and passenger station, including platforms, &c.....				8,204	1	4
	Wood shed.....				7,349	14	9
	Car shed.....				1,266	10	8
	Water supply.....				1,041	6	8
	Drainage.....				1,495	9	7
	Roads levelling up station grounds.....				3,127	15	9
	Hospital shop for repairs to cars with travellers, and platform.....				6,857	14	11
	Fencing round workshops south of line.....	1,500	0	0			
	Iron store.....	487	10	0			
	Store for waste, oil, grease.....	421	11	7			
		328	1	2			
					2,737		2
					92,497	7	0
Cr.	By amount included in original contract.....	45,000	0	0			
	By certificate, February, 1856.....	13,912	6	5			
	“ May.....	4,000	0	0			
	“ September.....	5,930	18	6			
	“ “.....	4,000	0	0			
	“ October.....	5,000	0	0			
	“ “.....	2,000	0	0			
					79,843	4	11
					12,654	2	1

B.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL DIVISION.

Certificate of Stationary Engines, Machinery and Tools supplied and fixed
in permanent workshops—Montreal Station.

		£	s.	d.
1856. November.	To amount as per detail.....	18,936	5	10
1856. January 1.	Cr. By amount of certificate.....	12,000	0	0
Certified 20th December, 1856.		6,936	5	10

C.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL DIVISION.

Certificate of additional Works in construction of Freight Wharfs at North
abutment Victoria Bridge, Montreal.

		£	s.	d.
159,474	feet lineal flatted and square timber in crib work, including materials, labor and waste, at 9d.....	5,980	5	6
84,826	feet superficial pine and elm planking, materials, labor and waste, 4d.....	1,413	15	4
244	lbs. bolts jumped into the rock, 4s.....	48	16	0
3,537	feet cube elm, materials, labor and waste, 1s. 3d..	221	1	3
11,091	yards cube stone filling to crib work, 8s.....	4,436	8	0
48,627	lbs. of iron in ring bolts, angle, plates, &c., 4d....	810	9	0
57,153	yards cube earthwork in filling between crib work and in embankment to wharf, 1s. 8d.....	4,762	15	0
Cr. By amount of previous certificate.....		17,673	10	1
Sterling.....		11,000	0	0
		6,673	10	1

D.

GRAND TRUNK RAILWAY OF CANADA.

TORONTO DIVISION.

Total Abstract of Sidings.

		£	s.	d.	£	s.	d.
Montreal division.....		62,849	0	0			
Kingston division.....		21,565	0	0			
Toronto division.....		40,939	0	0			
Total.....					125,253	0	0
1856. January 1.	Cr. By amount of certificates.						
	Certificates for.....	41,182	10	0			
	do.....	5,000	0	0			
					46,182	10	0
Amount of present certificate..... Sterling.....					79,170	10	0

E.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL AND TORONTO SECTION.

Additional Works on Double Abutments to Bridges.

	£	s.	d.	£	s.	d.
Bridges over tail race, Montreal—						
Masonry	165	0	0			
Embankment	32	10	0			
				196	10	0
St. Anno's Bridge—						
Masonry	1,162	0	0			
Embankment	888	15	0			
				2,050	15	0
Vaudreuil Bridge—						
Masonry	648	0	0			
Embankment	89	18	6			
				737	18	6
River Rouge—						
Masonry	395	0	0			
Embankment	70	2	6			
				465	2	6
River Delisle—						
Masonry	205	0	0			
Embankment	15	16	6			
				220	16	6
River Beaudette—						
Masonry	245	0	0			
Embankment	98	5	0			
				343	5	0
Wood's Creek—						
Masonry	95	10	0			
Embankment	26	12	6			
				122	2	6
Sutherland's Creek—						
Masonry	82	10	0			
Embankment	11	2	0			
				93	12	0
Black River—						
Masonry	237	10	0			
Embankment	30	13	6			
				268	3	6
Hoople's Creek—						
Timber, iron and masonry	1,097	10	0			
Embankment	347	9	0			
				1,444	19	0
Matilda Culverts—						
Masonry	69	5	0			
Embankment	78	16	6			
				148	1	6
Bytown and Prescott Railway—						
Masonry				365	0	0
Hubbles' Creek Bridge—						
Masonry	374	10	0			
Embankment	195	0	0			
				569	10	0
Carried forward.....				7,025	16	0

B.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL DIVISION.

Certificate of Stationary Engines, Machinery and Tools supplied and fixed in permanent workshops—Montreal Station.

		£	s.	d.
1856. November.	To amount as per detail.....	18,936	5	10
1856. January 1.	Cr. By amount of certificate.....	12,000	0	0
Certified 20th December, 1856.		6,936	5	10

C.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL DIVISION.

Certificate of additional Works in construction of Freight Wharfs at North abutment Victoria Bridge, Montreal.

		£	s.	d.
159,474	feet lineal flatted and square timber in crib work, including materials, labor and waste, at 9d.....	5,980	5	6
84,826	feet superficial pine and elm planking, materials, labor and waste, 4d.....	1,413	15	4
244	lbs. bolts jumped into the rock, 4s.....	48	16	0
3,537	feet cube elm, materials, labor and waste, 1s. 3d.....	221	1	3
11,091	yards cube stone filling to crib work, 8s.....	4,436	8	0
48,627	lbs. of iron in ring bolts, angle, plates, &c., 4d.....	810	9	0
57,153	yards cube earthwork in filling between crib work and in embankment to wharf, 1s. 8d.....	4,762	15	0
—		17,673	19	1
Cr.	By amount of previous certificate.....	11,000	0	0
Sterling.....		6,673	10	1

D.

GRAND TRUNK RAILWAY OF CANADA.

TORONTO DIVISION.

Total Abstract of Sidings.

		£	s.	d.	£	s.	d.
Montreal division.....		62,849	0	0			
Kingston division.....		21,565	0	0			
Toronto division.....		40,939	0	0			
Total.....					125,253	0	0
1856. January 1.	Cr. By amount of certificates.....						
	Certificates for.....	41,182	10	0			
	do.....	5,000	0	0			
Amount of present certificate..... Sterling.....					46,182	10	0
Sterling.....					79,170	10	0

E.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL AND TORONTO SECTION.

Additional Works on Double Abutments to Bridges.

	£	s.	d.	£	s.	d.
Bridges over tail race, Montreal—						
Masonry	165	0	0			
Embankment	32	10	0			
				196	10	0
St. Anne's Bridge—						
Masonry	1,162	0	0			
Embankment	888	15	0			
				2,050	15	0
Vaudreuil Bridge—						
Masonry	648	0	0			
Embankment	89	18	6			
				737	18	6
River Rouge—						
Masonry	395	0	0			
Embankment	70	2	6			
				465	2	6
River Delisle—						
Masonry	205	0	0			
Embankment	15	16	6			
				220	16	6
River Beaudette—						
Masonry	245	0	0			
Embankment	98	5	0			
				343	5	0
Wood's Creek—						
Masonry	95	10	0			
Embankment	26	12	6			
				122	2	6
Sutherland's Creek—						
Masonry	82	10	0			
Embankment	11	2	0			
				93	12	0
Black River—						
Masonry	237	10	0			
Embankment	30	13	6			
				268	3	6
Hoople's Creek—						
Timber, iron and masonry	1,097	10	0			
Embankment	347	9	0			
				1,444	19	0
Matilda Culverts—						
Masonry	69	5	0			
Embankment	78	16	6			
				148	1	6
Bytown and Prescott Railway—						
Masonry				365	0	0
Hubbles' Creek Bridge—						
Masonry	374	10	0			
Embankment	195	0	0			
				569	10	0
Carried forward.....				7,025	16	0

Additional Works on Double Abutments to Bridges.—Continued.

		£	s.	d.	£	s.	d.
Brought forward.....					7,025	16	0
Lyn Creek Bridge—							
	Masonry	157	10	0			
	Embankment.....	46	13	0			
					204	3	0
Yonge Mills Bridge—							
	Masonry	94	10	0			
	Embankment.....	99	19	6			
					194	9	6
Vanston's Pond Bridge—							
	Masonry	112	0	0			
	Embankment.....	50	0	6			
					162	0	6
Gananoque Bridge—							
	Masonry	525	0	0			
	Embankment.....	174	19	6			
					699	19	6
Rideau Canal—							
	Masonry	590	0	0			
	Embankment.....	560	0	0			
					1,150	0	0
McGinn's Creek—							
	Masonry	160	0	0			
	Embankment.....	60	10	6			
					220	10	6
Salmon River—							
	Masonry	1,202	10	0			
	Embankment.....	400	0	0			
					1,602	10	0
Moira River—							
	Masonry	1,380	0	0			
	Embankment.....	60	0	0			
					1,440	0	0
Trent River—							
	Masonry	1,050	0	0			
	Embankment.....	83	17	0			
					1,133	17	0
River Don Bridge.....		750	0	0			
Highland Creek Bridge.....		1,630	0	0			
Rouge Creek.....		1,246	5	0			
Old Saw-mill Creek.....		132	10	0			
Duffin's Creek.....		480	0	0			
Oshawa Creek.....		480	0	0			
					4,718	15	0
Total.....					18,552	1	0
1856.							
January 1.	Cr. By certificates.....	6,456	0	0			
June 1.	Do.	4,718	15	0			
July 1.	Do.	5,546	17	6			
Dec. 1.	Do.	1,830	2	6			
					18,552	1	0

Montreal, 20th December, 1856.

TO THE SECRETARY OF THE GRAND TRUNK RAILWAY
COMPANY.

I certify that the sum of Twenty-eight thousand nine hundred and ninety-four pounds sterling, is due to the contractors Messrs. Jackson, Peto, Brassey and Betts, for additional station accommodation provided on the Montreal and Toronto section of the Grand Trunk Railway of Canada.

(Signed) ALEX. M. ROSS,
Engineer.

£28,994 sterling. See Detailed Account.

F.

GRAND TRUNK RAILWAY.

MONTREAL AND TORONTO.

Statement shewing accommodation at Stations contracted for and provided.

NAME OF STATION.	Contract.	Provided.	Excess.	Deficiency.
Blue Bonnets—lodge, platform and cottage....	750	230	.....	520
Pointe Claire—station and dwelling.....	750	500	.....	250
St. Anne's—station and dwelling.....	750	500	.....	250
Vaudreuil Station—dwelling and freight attached, two tanks, sand roads, syphon, pipe to river, warming apparatus.....		1,351	1,351	
Cedars—lodge and platform.....	750	130	.....	620
Coteau Station—dwelling and freight attached.	750	700	.....	50
Beaudette—lodge and platform.....		140	140	
Lancaster—as per contract.				
Grants road—lodge and platform.....	750	130	.....	620
Moulinette—lodge and platform.....		147	147	
Dickenson's Landing—station, dwelling and freight attached.....	750	700	.....	50
Aultsville—lodge and platform.....		102	102	
Williamsburg—according to contract.				
Matilda—according to contract.				
Edwardsburgh—station, dwelling and freight attached.....	750	700	.....	50
Prescott Junction—including refreshment room, luggage, slide and stairs.....		900	900	
Prescott—according to contract, except accommodation for station-master.....	300	.....	.....	300
Maitland.....		721	721	
Brockville—according to contract except dwelling.....	300	.....	.....	300
Lynn.....	750	700	.....	50
Carried forward.....			3,361	3,060

Statement shewing accommodation at Stations, &c.—*Continued.*

NAME OF STATION.	Contract.	Provided	Excess.	Deficiency.
Brought over			3,361	3,060
Mullory Town—including freight, tank, woodshed, land, &c.		1,599	1,599	
Lansdowne	750	700		50
Gananoque—according to contract.				
Kingston Mills—including land, fencing, tank house, deep well, pump, &c.		1,027	1,027	
Kingston—according to contract, refreshment room		3,245	3,245	
Engine for pumping, including engine-house pipe, right of way excavation, &c.		850	850	
Collins Bay, including land fencing and earth-work		744	744	
Ernestown—according to contract, mill creek, tank house		351	351	
Napanee—according to contract, engine for pumping including engine-house pipe excavation, &c.		1,180	1,180	
Tyondouga—including land fencing, tank-house and well		1,054	1,054	
Shannonville—according to contract.				
Belleville—according to contract except dwelling	300			300
Including engine-house pipes excavation		1,490	1,490	
Trenton—according to contract.				
Buhton—according to contract.				
Colborne—according to contract.				
Grafton	750	500		250
Cobourg—refreshment room instead of dwelling according to contract.				
Port Hope—can be altered to contract.				
Port Britain—flag-station and dwelling, tank and wood shed, land, etc.		1,378	1,378	
Newtownville—flag-station dwelling, tank and land		1,057	1,057	
Newcastle	750	500		250
Bowmanville—can be altered according to contract.				
Oshawa—flag-station dwelling, tank, land, &c.		1,150	1,150	
Whitby—can be altered to contract.				
Duffins' Creek	750	500		250
Frenchman's Bay—station dwelling, land, &c.		1,216	1,216	
Port Union	750	500		250
Markham Road	750	500		250
East York—station dwelling, land, &c.		624	624	
Don Station—including Buck's building for offices, platforms, tank-house, woodshed, and accommodation for emigrants.		2,000	2,000	
Contract provides for 15 freight-houses; 32 have been built independent of stations; additional length, 620 feet		6,200	6,200	
Excavation filling, and approaches to do.		5,128	5,128	
			33,654	4,660
			4,660	
Amount charged in excess			28,994	

Montreal, 20th December, 1856.

TO THE SECRETARY OF THE GRAND TRUNK RAILWAY COMPANY.

I certify that the sum of Seventy-nine thousand one hundred and seventy pounds ten shillings sterling, is due to the contractors Messrs. Jackson, Peto, Brassey & Betts, for additional sidings provided on the Montreal and Toronto section of the Grand Trunk Railway of Canada.

(Signed) ALEX. M. ROSS,
Engineer.

£79,170 10s.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL DIVISION.

Certificates of additional sidings between Montreal and Kingston Mills,
168 Miles.

1856.	Montreal.	Feet.	£	s.	d.
Nov.	Sidings south of main line.....	2,830			
	“ “	2,760			
	North “	2,200			
	“ “	2,170			
	Cross over roads { 600 215 }	1,365			
	{ 350 200 }				
	Road to car shop { 400 140 }	930			
	{ 250 140 }				
	Erecting shop.....	2,200			
	Traveller.....	210			
	Fitting and turning shop to smithy.....	270			
	Engine houses.....	1,150			
	Do.....	1,395			
	Do. { 8-70 560 }	1,360			
	{ 16-50 800 }				
	Ferry wharf, &c., abutment measured to commencement of crib work.....	1,600			
	Main line to hospital sidings.....	900			
			21,340		
	Point Claire.....	4,143			
	St. Anne's.....	1,244			
	Vaudreuil.....	1,145			
	Cedars.....	1,000			
	Coteau Landing.....	1,494			
	Lancaster.....	1,928			
	Cornwall.....	3,513			
	Dickenson's Landing.....	1,266			
	Morrisburg.....	2,133			
	Matilda.....	1,758			
	Edwardsburg.....	1,315			
	Carried forward.....	20,939	21,340		

Certificates of additional Sidings between Montreal and Kingston Mills—
Continued.

	Feet.		£ s. d.
Brought over.	20,939	21,340	
Prescott Junction.	4,830		
Prescott	2,068		
Maitland	1,342		
Brockville.	5,555		
Lyn.	1,163		
Yonge Mills.	582		
Mullorytown.	1,173		
Lansdowne	1,836		
Gananoque.	2,489		
Galway's Shanty.	618		
		42,595	
		63,935	
Equal to.	12.11 miles.		
Deduct 3 per cent on 168 miles. . .	5.04 "		
		7.07 miles.	
		at £4,750 pounds	33,582 10 0
Ballast Fields.	Feet.		
Tanneries	2119		
" moss	2785		
	4,904		
Beaudette.	2,820		
Moulinette.	3,295		
Prescott.	1,862		
Lyn & Branch.	8,419		
		21,300	
Equal to.	4.054 miles.		
		at £4,750 per m.	19,161 10 0
Sidings at Montreal Station not ballasted.			
From rear of shop to Canal Basin.	3,700		
Hospital siding.	920		
Branch to canal wharf.	1,500		
Sidings at do.	750		
	470		
	330		
	120		
	260		
	1,930		
From freight siding to canal.	2,230		
" rear of shop to transit.	1,600		
To traveller of car factory.	200		
		12,080	
Equal to miles.	2.29 at £4,000.		9,160 0 0
Wood sidings, light rails and no ballast.			
Pointe Claire.	210		
Vaudreuil	210		
Coteau.	210		
Lancaster.	174		
Cornwall.	192		
Dickenson's Landing.	194		
Carried forward.	1,190		61,904 0 0

Certificates of additional Sidings between Montreal and Kingston Mills—
Continued.

		Feet.	£	s.	d.
Brought forward.....		1,190	61,904	0	0
	Williamsburg.....	210			
	Matilda.....	146			
	Prescott.....	348			
	Brockville.....	347			
	Mullorytown.....	211			
	Lansdowne.....	210			
	Gananoque.....	210			
Equal miles.....		2,872			
		0.54 at £1,750.		945	0 0
1856.	Cr. By amount of certificates.			62,849	0 0
Jany. 1.	Certificate for.....		41,182	10	0
Oct. 1.	Do.		5,000	0	0
				46,182	10 0
				16,666	10 0

D. 2.

GRAND TRUNK RAILWAY OF CANADA.

KINGSTON DISTRICT.

Certificate of additional Sidings between Kingston Mills and Grafton,
88 miles.

		Feet.	£	s.	d.
1856.	Kingston Mills..... wood	1,110			
Nov.	Kingston..... stone	4,570			
	Collins Bay..... wood	1,220			
	Ernestown..... stone	1,960			
	Napanee..... "	1,940			
	Tyondonoga..... wood	1,040			
	Shannonville..... stone	1,810			
	Belleville..... "	3,915			
	Trenton..... brick	1,900			
	Brighton..... "	27,420			
	Colborne..... "	2,585			
	Grafton..... wood	1,485			
Equal to.....		26,277			
Deduct 3 per cent on 87 miles....		4.98 miles. 2.61 "			
Ballast Fields.		2.37 miles at £4,750.		11,257	10 0
	Tuttles Hill.....	812			
	Ernestown.....	4,494			
	Tyondonoga.....	3,384			
	Trenton.....	917			
Roadway and sidings to wharf at Kingston		9,607 1,851			
Feet.....		11,458			
Equal to.....		217 miles at £4,750.		10,307	10 0
				21,565	0 0

D. 3.

GRAND TRUNK RAILWAY OF CANADA.

TORONTO DIVISION.

Certificate for Additional Sidings between Toronto and Grafton.

		Feet.	£ s. d.	
1856.	Coburg Station.....	2,976		
Dec. 1.	Port Hope.....	3,554		
	Port Britain.....	2,499		
	Newtownville.....	990		
	Newcastle.....	3,000		
	Bowmanville.....	2,491		
	Oshawa.....	3,583		
	Whitby.....	4,087		
	Duffins Creek.....	2,103		
	Frenchman's Bay.....	1,309		
	Port Union.....	3,036		
	Scarboro'.....	2,600		
	Don.....	12,828		
	Exterim Church st. to Berkly street.....	1,851		
	“ “ East Market street.....	1,320		
		48,227		
	Equal to.....	9.13 miles.		
	Deduct 3 per cent on 77 miles....	2.31 “		
		6.82 miles, £4,750.	32,395	0
	Ballast Fields.			
	Duck Harbour.....	1,500		
	Lot 35, Clark.....	2,301		
	Oshawa.....	1,224		
	Whitby.....	1,791		
	Highland Creek.....	2,289		
	Norwa.....	1,020		
		10,125		
	Equal to.....miles	1.92 at £4,450 per m.	8,544	0 0
	sterling.....		40,939	0 0

TOTAL ABSRACT OF SIDINGS.

		£ s. d.	£ s. d.	
	Montreal division.....	62,849 0 0		
	Kingston division.....	21,565 0 0		
	Toronto division.....	40,939 0 0		
	Total.....		125,353	0 0
1856. Cr.	By amount of certificates.			
Jan. 1.	Certificate for.....	41,182 10 0		
Oct.	Do.....	5,000 0 0	46,182	10 0
	Amount of present certificate.....	.....Sterling..	76,170	10 0

[No. 21.]

Report of Messrs. Keefer and Shanly on the State of the R. R. Bridges in Lower Canada.

MONTREAL, 4TH APRIL, 1857.

SIR,

In compliance with the resolution of the Board of Directors transmitted to us by your letter of the 16th ultimo, and with further instruction received on 26th ultimo, we have made a careful inspection of all the Bridges on the Montreal and Portland, the Quebec and Richmond, and Saint Thomas Divisions of the Grand Trunk Railway, accompanied by the resident Engineer of each Division, and have now the honour to submit the following Report :

Wooden Bridges.

Upon the Montreal and Portland Division there are now fifty-five Wooden Bridges, whose aggregate length measures 9355 feet or nearly one mile and three quarters.

With the exception of the one across the harbour at Portland, which is on piles, all these Bridges are built on the "Hon Truss" principle, which is a simple Truss without an arc.

Of the old Bridges, the earliest were built in 1846, the latest in 1853. Some of these were rebuilt last year after the same plan, but with heavier Timbers, and preparations are now making to replace others in the same manner, as soon as the ice breaks up and passes off.

The old or first set of Bridges are in various conditions of safety or of insecurity, and demand constant and careful inspection to maintain them in a reliable manner.

Those which were covered in shortly after they were built are in a pretty good state of preservation. The painting and decking of others without covering the sides, has been but an imperfect protection ; but all of them were too lightly timbered in the first instance to endure for any length of time the great strain to which they are continually subjected, and for this reason, and in some instances from inferior workmanship and materials, have given indications of premature decay and failure. The unprotected ones have failed more rapidly and some of them are now propped up on bents.

The resident Engineers have given careful attention to the state of these Bridges. Some they have already replaced with wood, a few others with iron-timbers have been provided and framed, ready to put up for others as soon as the weather will permit—some have been strengthened by supplementary arcs, a wise precaution, and arrangements are now being made for repairing, covering and protecting all that are worthy of maintenance. Many of them have been recently overhauled and put in good repair.

The large Bridge over the Richelieu at St. Hilaire was only painted and decked, not covered in, and although strengthened by an arc two years since, is now in an unsafe condition and should be replaced without delay. It was built in 1846, and had it been properly protected at that time would have lasted many years longer.

Several other Bridges are in the same unsatisfactory condition and must be rebuilt this season without loss of time. There are others again which must be replaced in one, two, three and ten years, and none of the old Bridges

however well protected can be expected to last more than five or six years longer under the very heavy traffic which they will have to sustain.

The condition of these Bridges may be taken as a sufficient proof, that for the purposes of a first class Railway, such as the Grand Trunk, Wooden Bridges are but a temporary adaptation and should never be replaced with wood, except in cases of necessity, when, as in the present instance, with regard to some of these, it will be impossible to procure and put up iron within the time they are absolutely required. Unprotected Bridges submitted to heavy traffic, especially where coupled Engines are used, will not last out more than five or six years, and those which are covered and properly cared for, may last twenty years; but they are all liable to be burned up, and so for a time put a stop to business—which might cause more damage to the Company on that account than the entire cost of the Bridge itself.

We therefore consider it the interest of the Company and strongly recommend that arrangements should be made for having all the Wooden Bridges replaced by Iron Tubes or Girders.

The Statement A herewith submitted is given for the purpose of exhibiting the difference in cost between wood and iron superstructures, omitting the cost of renewals of masonry which is common to both.

Statement A.

The cost of replacing 7835 lineal feet of Bridging with Iron Tubes or Girders will be.....	£136,920 Currency.
The cost of the same in wood.....	62,680 “
	£ 74,240 “
Making a difference of.....	

Taking the whole line through, the cost of Iron Bridges will be a little more than *double* that of Wood, but in the single instance of the Richelieu Bridge, the cost will be a little less than three times.

Statement No. 1.

There are some bridges however which must be rebuilt at once in wood, because there is not sufficient time now to procure iron from England. In the Statement No. 1, is given a list of 15 Bridges which call for renewal this year without delay either in wood, stone or iron; the cost of which, including the repairs and reconstruction of masonry, is estimated at £29,930 cy., and the whole will have to be expended this year.

For all spans below 60 feet it is presumed Iron Girders can be had from England by the time they are required, but for Spans above 60 feet it will be necessary to adopt wood. It would be advisable to send an order for the Iron Girders in this Statement as soon as possible.

The Masonry in the abutments of the Bridges South of the Boundary Line, although built of large Granite Blocks of good quality, has been laid up dry without mortar, and not in a workmanlike manner. Sufficient care was not observed in preparing the foundations, and many of the walls are rent and cracked, and it will be necessary before putting in the Tubes or Girders, to rebuild the greater portion of this Masonry—the cost of which is included in the accompanying statement.

In rebuilding in wood, we consider the best form for strength and durability is the “Burr arch and Truss” Bridge. It is a form which has stood the test of time, and is generally acknowledged to be the most reliable and satis-

factory. No truss of large span is suited for railway purposes unless combined with the arch, and the condition of the Bridges on this Line may be considered as confirmatory of this Statement.

Statement No. 2.

In the Statement No. 2 is given a list of 21 Bridges, which should be replaced by Iron Tubes or Girders in one, two or three years, including the rebuilding of some of the abutments, estimated to cost £53,830. One third of this amount will be required in 1858, one third in 1859 and the remainder in 1860.

Statement No. 3.

In the Statement No. 3 is given a list of 19 Bridges, to be replaced in Iron after 1860, or between 1860 and 1877, estimated to cost £61,780, including the rebuilding of the Masonry where necessary.

The estimated cost of Works.

In Statement No. 1 is.....	£29,930
In Statement No. 2.....	53,830
In Statement No. 3.....	61,780
	<hr/>
Total.....	£145,540

Of the 15 Bridges to be renewed immediately five are to be of Wood, making 1975 feet of Truss Work, which should last for 20 years, at the expiration of which time a further expenditure will be necessary to replace them with Iron Tubes—the amount of such expenditure will be..... £30,000

And the renewal of all the Bridges will then amount to..... £175,540

The floor beams in all the existing Bridges are not strong enough to bear the weight put upon them, and yield too much beneath the pressure of Trains. They are generally about 7 × 13 with 15 feet bearings and 2½ feet apart from centre to centre—These should be all replaced by new beams 8 × 15 inches of the same length, and spaced in the same manner. The track stringers also are in most instances not of sufficient size, and at the ends of the Bridges commonly rest on the floor beam only instead of having a firm bearing on the masonry of the abutments, thus causing too sudden a change under the weight of an Engine from the firmness of the permanent way to the elasticity of the Bridge. New stringers 11 × 14 inches should be put in wherever the present ones are of less size and firm end bearings be given in every case.

Covering of Bridges.

Of the 19 Bridges embraced in Schedule No. 3, several have never been covered in. Instructions should be issued to the Resident Engineers to have all such Bridges “housed” at once; previous to doing which the timbers of the trusses should be thoroughly examined, and any pieces showing symptoms of deterioration, taken out and replaced with sound material.

Parapet Wall at Bacon's Falls.

Before concluding our observations on the works necessary to ensure the safety of Bridges and Viaducts on the Montreal and Portland section, we would beg leave to draw your attention to the embankment immediately south of the Bridge at Bacon's Falls, which is supported by a perpendicular retaining wall some 30 feet in height, at the foot of which and parallel to the line of road runs a rapid river. The edge of this retaining wall is within seven feet of the rail, and has no guard or parapet of any kind—presenting a fearful place for an accident, should a train happen to run off. A dwarf wall 2½ to 3 feet in height ought to be built here for some two hundred feet in length, and should be of the heaviest blocks of granite that can be had in that vicinity.

Iron Bridges.

We have further to report that having inspected the Bridges on the Quebec and Richmond and Quebec and St. Thomas lines, we find them all of excellent construction and in good order. On some of these structures we noted a guard stringer 12 X 12 inches bolted longitudinally on the bridge, along the outer edge of the footways on either side of the track, and would recommend a similar protection being placed on every Iron Bridge. We would also suggest that all these Bridges be repainted next Summer, and generally that the painting of all such structures be frequently renewed.

Running Regulations for Wooden Bridges.

The Traffic Department should be advised to observe the following regulations in running Trains over the Wooden Bridges in their present condition.

1. That Coupled Engines should not go upon them.
2. That the speed of all Trains shall not exceed ten miles an hour over any of the present Wooden Bridges.
3. That they go carefully and steadily not more than five miles an hour over all the Bridges enumerated in the Statement No. 1, until such time as they be rebuilt—the same rule to apply to Bridges at South, Paris, Mechanics' Falls and Passumpscoot River.
4. That in consequence of the Switch at Mechanics' Falls Station being only 66 feet from the Bridge, all through Trains not stopping at that Station shall haul up and go slowly through the Switch.

Running Regulations for Iron Bridges,—Quebec and Richmond and St. Thomas Branch.

10. That the speed of all Trains do not exceed ten miles an hour over the long Bridges—the Chaudière, the two Etchemins and the Boyer.
20. That Trains go slowly through the Switch at the junction near the East end of the Chaudière.

NOTE.—The Switch near the East end of the upper Etchemin being a *private* Switch and unsafe, should be taken out and removed to a greater distance from the Bridge.

All which is respectfully submitted,

And we remain,

Sir,

Your obedient servants,

(Signed,)

SAMUEL KEEFER,

To JOHN M. GRANT, Esq.,
Secretary.

Grand Trunk Railway, Montreal.

[No. 22.]

Memorial of the Grand Trunk Railway Company of Canada.

To His Excellency SIR EDMUND WALKER HEAD, Baronet,
Governor General of Canada &c. in Council.

The Memorial of the Undersigned duly appointed by Resolution of the London and Canadian Boards of Directors of the Grand Trunk Railway Company of Canada.

Respectfully Sheweth :

That the present position of the Grand Trunk Railway Company and the pressure of their financial difficulties render it absolutely necessary for them to approach Your Excellency with the view of submitting a statement of their position, of their inability to make the Relief Act of last year practically available, and of the necessity which has thus arisen for such modification of the said Act and of the claims of the Province upon the Company as can alone enable them to fulfil their engagements and permit them to complete the Eastern and Western extensions and the Victoria Bridge and properly develop the traffic and resources of the Province which the Railway was designed to effect.

The Undersigned do not consider it necessary again to state to Your Excellency any of the circumstances under which the Grand Trunk Railway was originated nor the causes which have mainly operated to produce the present disastrous Crisis. The most important of these causes was entirely beyond the control either of the Government of Canada or of the Company, and while it cannot be denied that the war and the consequent high rate of money, have deranged all the financial arrangements contemplated at the initiation of the Enterprize, the Company have done all in their power to overcome these difficulties unfortunately without success.

The position of the Province towards the Company has up to this time or rather till within the last year, been that of deriving all the benefits of the undertaking without contributing to its cost.

So long as the Company possessed any available means they scrupulously met the interest on the Provincial Bonds and it may be fairly urged upon Your Excellency, that thus far the onus of this undertaking pregnant with the greatest possible benefits to the Province has been borne by the English share and Bondholders.

It is Canada and Canadians only who have profited by the enormous increase in the value of land in the neighbourhood of the line, and in the expenditure of several Millions of English Capital;—private enterprize and labor have been stimulated to an extraordinary extent, and the producing power of the country largely increased: several of the chief Towns of Canada have also experienced to a surprising degree the full benefit of an awakened traffic yet only in its infancy.

Allowing therefore for the progress which Canada would have made, and the profits which Canadians would have realized independently of the Grand Trunk Railway, the undersigned think they are justified in saying

that it has very largely contributed to the increased wealth and commercial prosperity of the Country in all probability in a far greater ratio than the value of the whole amount of Provincial aid pledged to the undertaking.

The effect on the Province of the construction of the Railway as relates to the Provincial aid, may be aptly compared to that of the Canadian canals which though unproductive as a source of direct and immediate revenue have undoubtedly repaid their cost tenfold in the development they have afforded to the trade and resources of the Province. The canals became a necessity after the construction, and even independently of the Erie Canal, and the altered circumstances of trade arising from the efforts of the Americans to extend their Railways from the Atlantic to the Great Lakes, in like manner, produced an absolute obligation on the part of the Province to undertake similar works, unless all the advantages of its situation as the great arterial outlet for the western country were to be practically surrendered.

This great national object has been attained through the Grand Trunk Railway, and it may be confidently affirmed that the whole amount of Provincial aid has already been abundantly reimbursed in the impetus given to the country. There is no question that the policy of affording that aid to a private company rather than to undertake the Railway as a Provincial work solely, was in every respect judicious, both as saving a large outlay of Provincial capital, and also as securing the Province from any charge whatever if the line proved as remunerative as was originally hoped, the worst that could happen to the Province being such a failure in the anticipated results as should leave the whole amount advanced chargeable on the ordinary revenues of the Country which have more than doubled since the commencement of the Railway Works.

It must also be remembered that equally as in the case of the Canals the Province did not confine its aid to those sections of the Railway which were most desirable commercially, but required the construction of a section in which the advantages secured are peculiarly those of the Province, and its inhabitants, and which assuredly would not have been selected as a field for investment by individuals. It is not the intention of the Company to dispute that they anticipated from the traffic of the western section a compensation for the loss on the Eastern, but the receipts thus far, would seem to prove that the traffic even on the Western sections, will not for a long time afford more than a fair return on the Capital invested, thus leaving the Eastern sections a dead weight on the Company: more than twelve hundred thousand pounds sterling have been already expended East of Richmond, and, by the relief Act, £525,000 more have been devoted to the extension Eastwards, with £125,000 for the Three-Rivers branch, thus making nearly two millions sterling which cannot be regarded as affording any revenue to the Company.

It is not contended that this outlay should not have been made, as it may be well urged, that this section of the Province stood in greater need than any other, of the ameliorating influences of improved communication; and also, that the whole expenditure east of Richmond will, when completed to Rivière du Loup, constitute two hundred and fifty miles of the future Provincial Railway to the Lower Provinces. But the Company respectfully submit that the expenditure has been crippling and in fact ruinous to them, while the Province and Provincial interests, have alone

benefitted by the outlay, and should be so regarded in considering the present position of the Company and its prayer for relief from the pressure of the provincial claims upon it.

The Company do not desire to evade or postpone the works originally contemplated, and as yet unfinished, viz: the western line to Sarnia, the Victoria Bridge, and the eastern line to Rivière du Loup. They are prepared to carry out these works, and they do not desire the Province to increase in the least its present liabilities on account of the Railway, but they pray, that the present position of the Company towards the Province and their liabilities upon the Provincial Guarantee may be so altered as to revive the credit of the Company, and give them the means from the resources which they would then be enabled to raise, to complete the system of Provincial Railways originally contemplated.

The utmost extent of liability direct or indirect which they desire the Province to undertake, is that already granted, say £3,111,500, and for this sum, the Province will have received an expenditure of nearly or quite £12,000,000 sterling, giving it a Railway from the Atlantic to Sarnia, together with 250 miles complete of the Halifax line; uniting every City of the Province by Railway, and with the Victoria Bridge, making an unbroken chain of Railway communication throughout the length of the Province from the waters of Lake Huron to the Ocean.

In urging this further upon Your Excellency it is the duty of the undersigned to state that having regard to the nature of the traffic which is developing over the Grand Trunk Railway, it has become manifestly necessary to make very large additions to the rolling stock and station accommodation of the Company to enable them to perform their task efficiently—and that without such expenditure much of the benefit to be anticipated from the construction of the line cannot be realized, the Capital thus required cannot be raised under the terms of the relief Act of 1856, which specifically appropriates the proceeds of the proposed loan, nor can it be raised on the credit of the Company subject to the existing claims. A necessity has thus arisen which compels a renewed application to the Province, or the Company would find themselves in the position of possessing an admirable road with traffic seeking transport over it, but unable to raise a shilling to provide sufficient engines, cars and station accommodation.

Besides the capital required to meet the wants of the additional traffic it has resulted that the accommodation of the trade of Montreal will require a large outlay in extending the line through the City to Hochelaga to connect with the Canadian line of Steamships, and also at Quebec for warehousing facilities in conjunction with that line, and a similar outlay at Kingston, as well as at other important points to connect with the navigable water. For all these purposes money must be obtained, and cannot be, if the relief Bill establish the final relations of the Province towards the Company.

The undersigned respectfully urge upon Your Excellency that the Grand Trunk Railway Company are engaged in a struggle with American interests for the trade of the west, that in this respect their interests are identical with those of the Province, and that it is therefore a subject of national importance to give the Company every facility for increasing their

accommodation to the public, and in placing them in a position to transact the business intrusted to them with safety, accuracy and despatch.

The Canadian Line of Steamships may be justly regarded as a corollary of the Grand Trunk Railway designed for the same object and acting in precisely the same direction. The Legislature has in this instance largely and wisely subsidized a Line of Ocean Steamers to enable them to compete with other lines which tend to direct trade to American Ports and to American Railways. This line however can never produce the results expected from it unless the Railway which forms its connection with the interior be placed in the most efficient state for business. The effect of the subsidy of this Steamship Line is justly regarded as an inducement for produce to seek a market by way of the St. Lawrence, and equally so may the Provincial aid to the Grand Trunk Company be considered as repaid in the reduced cost at which it may enable the Railway to carry freight and passengers both ways along the same channel if the Province consent to relieve the Company from the immediate pressure of its claim.

The undersigned trust Your Excellency will be pleased to take the foregoing statements into consideration which they now submit for your information in connection with the present situation of the Company. In doing so they would respectfully add that the Honorable Mr. Napier, prior to the passage of the Relief Bill of 1856, very forcibly drew the attention of the Honorable the Inspector General to the existance of the claims on the Company which they are now about to submit and that they are in no other respect altered than from the additional requirements for traffic which experience has since developed.

The most pressing liabilities of the Company are as follows :

Debts already incurred exceeding.....	£340,000
Bills accepted payable before 1st July.....	290,000
Additional Rolling Stock, sidings, station accomodation.....	380,000
Interest due in July.....	210,000
	1,220,000

To meet these liabilities no provision exists in the Relief Bill and as the only unissued shares of the Company are pledged by that Bill to the Province no other resource remains but a small issue of B bonds.

In the present feeling of the London money market towards the Grand Trunk Company, it becomes the duty of the undersigned to state that it is absolutely imposible to raise any money on the securities referred to. And even if the Province were to waive its claim upon the unissued shares it is perfectly certain that they could not be placed on any terms subject to the existing debt of the Company to its own bondholders and to the Province. It must therefore be plainly and frankly stated to Your Excellency that under existing circumstances no means can be raised to meet these requirements.

The undersigned now desire respectfully to draw Your Excellency's attention to the Relief Bill of last year and the means thereby provided for completing the remaining works of the Company

The Shareholders of the Company have always regarded this Bill as extremely valuable to the Company recognizing as it does to a certain extent the equitable relations of the Province towards them, and they accepted it in the belief that the Province would not hesitate to take such further steps as would ensure the relief which it was intended to afford. But the Company could not avoid seeing that under this Bill no escape was afforded from the more immediate and pressing claims upon them nor were its provisions such as were at all calculated to raise the credit of the Company.

It was manifest that in no other way could the objects of the Relief Bill be obtained than by placing the Company in such a position as to raise on their own credit the money required for their works as well as to meet their other liabilities. The former object might have been expected to be attained under the Relief Act, but the latter as the result proved was absolutely defeated thereby, as the addition of £2,000,000 to the preference debt of the Company, could not but diminish its ordinary credit, and although the province undertook the provision of interest on its own bonds for five years, yet it required the deposit of the Company's securities therefor, consequently no diminution of charge upon the Company took place but only a postponement. Considerations of this nature appear to have operated in the minds of those dealing in the Money Market in London, and consequently not only was the Company's effort to issue its own bonds unsuccessful, but a marked disinclination has been shewn to invest in the preferential issue of £2,000,000, as it was universally agreed that the position of the Company was not materially improved and that it could not possibly proceed without further relief, the nature of which, it was feared, might even affect these securities. It may be also remarked that the conditions of the Relief Bill being such as to require the immediate payment of this large sum in advance of the necessity for its disbursement, operated very unfavorably in the present state of the money market.

The result has therefore in effect been to improve the Company's affairs only in so far as the Relief Bill has given the share and bondholders a confident hope in the future action of the Legislature of Canada, but not to enable the Company to raise the means either of proceeding with their proposed works or of discharging the existing claims upon them.

Notwithstanding this unfavourable impression the Company have by great exertion, and by straining their credit to the uttermost, been enabled to fulfil that condition of the Relief Bill which was most important to the province and which enjoined the completion of the line from St. Thomas to Stratford;—they also proceeded energetically with the Victoria Bridge, and they only now approach your Excellency and the Government and Legislature of Canada after having done all in their power to make effective the intention of the Act.

Your memorialists have thus endeavoured to bring before Your Excellency the exact position of the Company and their absolute necessities which may be summed up as follows :

First.—The provision of the capital for existing claims and additional accommodation for traffic.

Second.—Such a modification of the Provincial relations towards the Company as shall raise their credit and enable them to complete the line.

The first of these requirements can only legitimately flow from the latter, and it has been already shewn that the Relief Bill of last Session does not meet the necessities of the case as any aid which increases the indebtedness of the Company as well as their obligation to undertake further works, unless it also tend to the re-establishment of their credit is fallacious, and can only increase instead of diminishing their present difficulties.

Your memorialists in behalf of the Company therefore respectfully submit to Your Excellency, that the time has arrived when the immediate wants of the Company as well as the completion of their remaining works call for a measure of effectual and permanent relief as any attempt to palliate this pressure, must hereafter necessitate a further application to the Province, while great injury to all interests concerned may meantime arise.

Previously to the Relief Act of last year, the Province stood in the position of first mortgagees being at the same time primarily liable to pay both the principal and interest of the bonds it had loaned to the Company. This prior claim upon the Company the Province has waived, and has further relieved the Company from the obligation to pay the interest on the Provincial Bonds for a term of five years. Unfortunately however as has been already stated in this memorial, the terms upon which that relief was given were such as entirely to negative the hope that any sensible reaction in favour of the Company's Stock would follow, and the value of the release was wholly neutralized by the fact that the Company were about to incur a large increase of debt in respect of works not likely to be remunerative, without any corresponding release of an equal or greater amount of the Company's present indebtedness. The measure has thus proved wholly inoperative, and looking to the great advantages which have accrued and which will further accrue to the Province and people of Canada from the Railway, the undersigned respectfully state to Your Excellency that the objects of the Relief Bill can be in no other mode adequately attained than by such an extension of the term during which the Province will undertake the payment upon its bonds as will be equivalent to a relinquishment of the claim.

If this were done an immediate rise would take place in the value of the Company's Stocks and they would thus be enabled to raise all the additional capital required for new works as well as for the traffic accomodation and other claims amounting together to upwards of three millions of new capital or an amount equal to the debt surrendered by the Province and which it is otherwise absolutely impossible to raise. It is true that the Province would by this means actually release the Company from its debt, but it would ensure the expenditure of an equal sum to be raised by the Company on their own credit, to be devoted to works of great public utility, and it may fairly be assumed that the benefit which the Railway thus fully completed and equipped would confer upon the Province and upon its revenue, would amply compensate for the continued charge or subsidy of £180,000 per annum, which has been already assumed for five years with the certainty that it must continue as a charge if from the un-

fortunate state of their affairs the Company become as in all probability they must become, insolvent.

Assuming that the works proposed under the Relief Bill are essential to the prosperity of the Province, it is plain that they must be undertaken at its own charge if the Company break down, and equally so must the expenditure for traffic accommodation be made.

The result therefore to the Government if it were to assert its rights and to enter into possession of the Railway, would be immediately to create the necessity for a large increase to the Provincial indebtedness, while many grave objections may be raised to the Government incurring the responsibilities of a Railway Company in the management of the Line. The measure of the Provincial liability would be indefinite, and an exchange would be made of a positive liability of one hundred and eighty thousand pounds per annum, already known and provided for, against a very much larger liability subject to be reduced, from the profit of the Line under the management of the Government.

Your Excellency cannot also disregard the loss which Canada must sustain through a stoppage of the works, the injury to the commencing traffic and its diversion into other channels, as well as the damage to the business of the large towns through which the Line passes, and which it has aroused into extraordinary activity.

These would necessarily follow the failure of the Company whatever course the Government pursued.

But it cannot be doubted that such failure would re-act most prejudicially on all Canadian enterprises, seeking the aid of English capital.

Rightly or wrongly, the share and bond holders would bitterly complain, and the money market sensitive to a degree in such matters, would look shyly and critically, if it would look at all, upon similar undertakings in the Colony; especially when so many sources of investment are opening on the Continent of Europe with positive Government Guarantees, both of principal and interest, and which being nearer home are therefore so much more under controul.

The undersigned would earnestly entreat Your Excellency, to consider that looking at the present aspect of the Company's affairs, there exists no reasonable hope of the Company becoming in a position to resume their liability to the Province at the end of five years under the Relief Bill; that they are utterly unable to avail themselves of its permission to raise money, and that upon every consideration of the subject it is far better for the Province to deal finally with the question than that such a measure should be adopted as may perhaps imperil a greater amount of the money already so largely embarked by the Proprietors and still leave room for future application to the Legislature of Canada.

Your memorialists respectfully urge upon Your Excellency that the absolute relinquishment itself of the Provincial Lien would for five years entail no additional burthen upon the Province, nor would it occasion any increase to its taxation, while it may be confidently affirmed that the success of the Railway and the indirect advantages flowing from that success would amply compensate for the outlay.

Your memorialists would further draw your Excellency's attention to the fact that the total relinquishment of the Provincial claim is justified by

the action of other Governments, and without referring to repeated similar action by the British Government in Ireland and elsewhere, even in Canada, the course taken by the neighbouring State of New York is essentially similar to that proposed in the present case.

That State having relinquished a claim of several millions of Dollars to enable the New York and Erie Railway to raise new Capital for the completion of its line ; and equally so when the State of Michigan relinquished a very large sum advanced to the Michigan Central Railway.

In both these cases the importance of the undertakings was held to justify the surrender and certainly in neither case can the results be held to be all equal to those flowing from the Grand Trunk Railway to this Province.

Canada has itself also recognized the same principle in the Act of last Session conceding 4,000, 000 acres of Land to the North Shore Railway, a concession equivalent to a large pecuniary aid, and thereby affording an inducement for capitalists to invest their means in an enterprize possessing the character of an important Provincial work.

Your memorialists therefore conclude by respectfully stating to your Excellency that the Grand Trunk Railway Company can only be placed in a position of credit sufficient to meet their existing liabilities as well as to complete their necessary works and to provide necessary traffic accommodation, either by an absolute relinquishment of the Provincial claim, or, by its postponement to the bond and share capital of the Company until the traffic on the line shall provide a certain fixed dividend.

The former mode would be final and conclusive on all points so far as the Province is concerned, and is in this respect perhaps the least objectionable ; the latter course would require permission to be granted for indefinite extension of the Bond and Share Capital of the Company to meet its varied requirements, and in the case of a double track being hereafter necessary, objection might arise to its cost being placed in advance of the Provincial claim.

By either course however the immediate necessity would be met and the Company would engage to raise all the capital required for, and would complete the works named in the Relief Bill as well as provide for the increased traffic requirements. And the Company would further engage in the event of the Railway being undertaken to Halifax to make over to the Province, the Line Eastwards from Richmond to Rivière du Loup on account of the Provincial aid to be relinquished or postponed, should the Province desire to regard this Line as forming its contribution to the inter-Provincial Railway in any future negotiations with the Imperial Government and the Lower Provinces.

[SEAL]

JOHN ROSS, Prest. Grand Trunk Railway
Company of Canada,

EDMUND HORNBY.

Toronto, 20th March, 1857.

EXTRACT

Giving the concluding remarks of the Inspector General on the Grand Trunk Bill, 28th April, 1857.

The original scheme of the amalgamated Grand Trunk Company embraced an unbroken line of road from Sarnia to Trois-Pistoles of 827 miles, connecting the River St. Clair, which forms the western limit of Canada, with the tidal waters of the St. Lawrence, at the point where the most direct communication can be had with New Brunswick and the Sister provinces. It also embraced a spur from Belleville to Peterboro' of 50 miles, and a branch from Richmond to Island Pond and Portland on the Atlantic, a further distance of 221 miles, making in all a railway communication of 1098 miles. The Prospectus shows that the entire cost of this line, exclusive of the Portland lease, was estimated at £9,500,000 sterling, equal to £11,558,333 currency, and that that sum was to place the road in efficient working order, with sufficient locomotive power, rolling stock and station accommodation, in the hands of the Company, without farther outlay of any kind. Stipulations having been made with the several railroad contractors that the contract price should include payment of interest by them on all advances until the several sections of the line were received over, no other provision was made to meet that charge; the Company relying, it would appear, upon the earnings and ability of the road to sustain itself, and provide all further expenditure. How far these expectations have been realized, the statements and accounts which have been laid upon the table will enable the House to judge. A length of 849 miles has been built and £10,547,586 currency expended to the first of January last, of which £628,799 have been absorbed in interest, after deducting the sums carried to the credit of Revenue account. By statement No. 3, page 27, it appears that the floating liabilities of the Company amount to £978,120, from which if the assets on the contra side in the shape of debts due to the Company, in cash bonds and bills receivable amounting to £250,191 are deducted, a floating uncovered balance against the Company remains of £757,929. To reduce which there remains in the hands of the Government, the sum of £161,476, currency, of unreleased debentures—To add

to the pressure of these liabilities, the experience of the last six months has shown that the extent of sidings and supply of locomotive power and rolling stock, although strictly in accordance with the stipulations of the contract, are wholly inadequate to the requirements of the road, or to admit of its being worked to advantage. Statement No. 13, page 30, gives an estimate of the amount required to supply these deficiencies, and to finish the works in hand, viz: rolling stock £198,000, extra sidings £51,000, works and stations along the line £135,000, Victoria bridge £760,211, making a total of £1,144,211. With the exception of the latter work no portion of the proposed aid of £2,000,000, preferential bonds is available for the pressing purposes just enumerated, and the certainty of loss which must attend any extension of the road before the means have been devised for supplying additional rolling stock and extra sidings necessary to its profitable working will sufficiently explain the present application to Parliament. By the Act of last Session the Company were authorised to raise a sum not exceeding £2,000,000 to be expended solely on new works; at that time the sections between Stratford and Brockville, a distance of nearly 300 miles had not been opened, and sanguine expectations were entertained of the productiveness of that portion of the road. These expectations from several causes, amongst which those just referred to are not the least prominent, have not been borne out, and the design of the present bill is to take off all restrictions imposed upon the company in the matter of raising money, to enable them to supply and work the road effectively. The Government, in justice to the sections of the country interested feel called upon to insist on the original conditions into which the Company entered, to carry the road West to Sarnia and East as far as Rivière du Loup; but by way of equivalent they recommend to the Legislature that all claims for interest on the guarantee should be forborne until the Company reap a return from their outlay. In the memorial submitted by the Company and printed with the other statements, their difficulties are stated in a clear and forcible light, but at the same time a strong assurance is given that some such relief as that offered by the bill will enable them to complete the road and to release them from their difficulties. In the construction of the line from Sarnia to the Gulf of St. Lawrence and the Atlantic, Canada will have obtained a positive and valuable result and will have

secured the great object for which the guarantee was given, if this object can be attained without loss, it will be a source of congratulation to all parties. If, on the contrary, this should not prove to be the case, the Government confidently rely that the Legislature will not hesitate to exercise forbearance towards the Company in respect of the loan. It has been said that English Capitalists in embarking their money in this enterprize, voluntarily ran the usual hazard of gain or loss, and that the engagements of the Province are clearly defined and limited by Parliamentary enactment. This is strictly true. Yet, no one can read the Prospectus which introduced this scheme to the English public, or turn to the Report of Lord Elgin, pointedly referred to in it, written in his most powerful style, and describing in glowing terms the prospects of Canada, or recall the manner in which the Government of the day placed the enterprize before the world, without feeling that representations emanating from such high authority gave a character to this gigantic scheme which took it out of the category of ordinary speculations. This was no sordid speculation founded upon famine prices—this was no discreditable traffic in illicit gains—this was no scheme for getting rich by the sweat and the tears and the blood of the slave. It was and it is a noble enterprize intimately blended with the hopes of Canada, to grow with our growth and strengthen with our strength, destined to atchieve success with our assured prosperity, or to decline with our failing fortunes. Like the artery which draws its nourishment from the blood which it diffuses through the human frame, and carries to its utmost extremity, it is healthy and vigorous in the full exercise of its functions, but will shrink and decay should the nourishment be withdrawn, and the vital principle cease to flow through its channels.

ACCOUNTS and STATEMENTS of the GRAND TRUNK RAILWAY COMPANY of CANADA, on the 31st December, 1856.

No. 1.

GRAND TRUNK RAILWAY COMPANY OF CANADA.—General Statement of Capital Account for the half-year ending 31st December, 1856.

Dr.	Expended to 30th June, 1856.			Expended for half-year ending 31st December, 1856.			Total Expenditure 31st December, 1856.			Cr.	Total Currency.					
	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.			
See Abstracts.																
Preliminary Expenses,—																
Grand Trunk Railway	2095	18	2				2095	18	2	By Share Capital, viz. :—						
Toronto and Guelph do	10537	9	8				10537	9	8	St. Lawrence Shares,						
Toronto and Kingston do	1160	19	1	1581	13	4	2742	12	5	amount received on them	2380	10	16	8		
Montreal and Kingston do	3699	3	5				3699	3	5	Toronto Shares, amount						
Grand Junction do	347	8	10				347	8	10	received on them	1668	59	16	8		
A. Engineering	57259	3	5	849	5	5	58108	8	10							
B. Works and Permanent Way	1172772	0	1	1223111	5	11	1185003	11	6	Quebec and Richmond						
C. Stations, Buildings, and Offices	129972	2	5	12115	14	5	142087	16	10	Shares, amount received						
D. Advertising and Printing	4401	13	10	648	13	8	5050	7	6	on them	352	175	15	9		
E. Locomotive Stock	141972	7	10	2140	19	4	144113	7	2							
F. Merchandize Car Stock	96888	10	4	1778	7	7	98666	17	11	Grand Trunk Shares,						
G. Passenger do do	22030	16	11	596	7	2	22626	14	1	A Series do	2112	236	15	0		
H. Miscellaneous do do	18768	12	1	642	14	4	14411	6	5							
	1636905	16	1	32585	6	8	1689491	2	9							
Carried over										£	2112336	15	0	757046	9	1

No. 2.

GRAND TRUNK RAILWAY of CANADA.—Details of Expenditure referred to in Capital Account.**ENGINEERING.—ABSTRACT A.**

	£	s.	d.
Salaries and Office Expenses.....	586	13	11
Travelling and Incidental Expenses.....	212	11	6
Miscellaneous.....	50	0	0
Total.....	840	5	5

WORKS AND PERMANENT WAY.—ABSTRACT B.

	£	s.	d.
Rails, Chairs, &c.....	881	17	7
Way not contracted for.....	1233	18	10
Bridges, Tunnels, and Culverts.....	1929	12	3
Extra and Additional Works.....	6105	14	5
Signals &c.....	278	2	11
Ballast and Ballasting.....	172	10	0
Fencing.....	958	12	6
Miscellaneous.....	671	2	11
Total.....	12281	11	5

STATIONS, BUILDINGS AND OFFICES.—ABSTRACT C.

	£	s.	d.
Temporary Stations.....	19	4	9
Engine Stations.....	138	19	11
Passenger Stations.....	1461	4	1
Merchandise Stations.....	1081	19	3
Wood and Water Stations.....	1548	12	6
Offices.....	29	8	2
Wharves and Depot Grounds.....	7836	5	9
Total.....	12115	14	5

ADVERTISING AND PRINTING.—ABSTRACT D.

	£	s.	d.
Secretary &c., and Managers' Departments.....	648	13	8
Total.....	648	13	8

GRAND TRUNK RAILWAY OF CANADA.—Details of Expenditure referred to in Capital Account.—(Continued.)

LOCOMOTIVE STOCK.—ABSTRACT E.

	£	s.	d.
Engines	1437	6	11
Tenders	0	9	7
Spare Gear	8	17	8
Workshops	274	17	1
Tools and Implements	408	1	8
Stationary Engines	15	10	8
Miscellaneous	0	15	9
Total	£ 2140	19	4

MERCHANDIZE CAR STOCK.—ABSTRACT F.

	£	s.	d.
Merchandise Cars	1027	11	6
Cattle Cars	33	0	0
Platform Cars	52	17	6
Workshops	16	0	11
Implements and Tools	290	8	7
Miscellaneous	358	9	1
Total	£ 1778	7	7

PASSENGER CAR STOCK.—ABSTRACT G.

	£	s.	d.
First Class Cars	98	12	10
Second Class Cars	57	17	6
Baggage Cars	60	8	5
Workshops	8	12	3
Tools and Implements	26	9	7
Miscellaneous	344	6	7
Total	£ 596	7	2

MISCELLANEOUS STOCK.—ABSTRACT H.

	£	s.	d.
Furniture in General Office	121	5	8
Furniture at Stations	521	8	4
Houses, &c.	0	0	4
Total	£ 642	14	4

GRAND TRUNK RAILWAY OF CANADA.—Details of Expenditure referred to in Capital Account.—(Continued.)

GENERAL EXPENSES.—ABSTRACT I.

	£	s.	d.
Salaries and Office Expenses.....	8148	12	1
Rent, Taxes.....	75	0	0
Books and Stationery.....	765	7	4
Insurance.....	93	19	6
Lighting.....	5	17	10
Auditing.....	0	5	0
Law and Notarial Charges.....	1029	17	0
Miscellaneous.....	1487	0	6
Total.....	£ 6605	19	3

ELECTRIC TELEGRAPH.—ABSTRACT K.

	£	s.	d.
Instruments.....	498	2	8
Repairing Implements.....	12	6	11
Line.....	2790	18	8
Office Fittings.....	30	6	5
Batteries.....	47	7	1
Salaries.....	150	0	0
Stationery.....	0	15	9
Incidentals.....	29	7	11
Total.....	£ 3559	5	0

JOHN ROSS,

President, Grand Trunk Railway Company.

MONTREAL, 14th March, 1857.

No. 3.

GRAND TRUNK RAILWAY COMPANY OF CANADA.—REVENUE ACCOUNT, for the half-year ending 31st December, 1856.

Dr.

EXPENDITURE.	Currency.			RECEIPTS.	Currency.		
	£	s.	d.		£	s.	d.
	See Abstracts.						
L. For Locomotive Power.....	59692	17	0	From Passengers, Number 293,291.....	95914	16	2
M. For Coaching Charges.....	14424	4	1	From Baggage and Passenger Ferry Receipts.....	807	8	10
N. For Merchandize Charges.....	26965	17	9	From Mails.....	8455	6	4
O. For Maintenance of Way and Buildings.....	59407	18	7	From Merchandize, Tons 163,560½.....	100291	11	8
P. For General Charges.....	6262	0	6	From Expenses.....	1792	0	6
Q. For Telegraph Charges.....	942	0	4	From Car Hire.....	84	9	7
R. For Taxes.....	2003	10	2	From Rents.....	1004	16	10
For Longueuil Ferry Accounts.....	3437	1	9	Currency.....	207851	9	11
For Quebec do.....	759	11	0				
For Loss and Damage Account, Compensation, &c.	1136	12	2				
Balance to Credit of Revenue Account.....	£	175021	13				
		£32829	16				
Currency.....	£	207851	9				

JOHN ROSS,
President, Grand Trunk Railway Company.

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Chief Accountant's Office,
Montreal, March 14th, 1857.

No. 4.

GRAND TRUNK RAILWAY OF CANADA.—Details of Expenditure referred to in Revenue Account.

LOCOMOTIVE POWER.—ABSTRACT L.

	£	s.	d.
Salaries, Wages &c., in working Locomotive Engines.....	17288	16	8
Firewood.....	28540	15	10
Oil, Tallow, and Waste.....	2588	14	7
Materials for repairing, &c., Engine and Tenders.....	2476	0	1
Repairs to Workshops, &c., Tanks, Tools, &c.....	1061	12	1
Repairs not done by the Company.....	2859	10	8
Lighting.....	178	8	8
Small Stores.....	8	7	7
Water.....	2722	11	9
Wages for repairing Engines and Tenders.....	6495	4	2
Watchmen.....	261	2	9
Miscellaneous.....	216	13	0
Total.....	£ 59692	17	0

COACHING CHARGES.—ABSTRACT M.

	£	s.	d.
Salaries to Superintendents, Booking Clerks, and Office Expenses.....	3290	18	10
Wages to Conductors, &c., Brakesmen and Porters.....	3426	4	4
Oil, Tallow and Waste.....	729	16	1
Materials for Repairing Cars.....	1655	10	1
Wages for Repairing Cars.....	1995	11	8
Repairs to Workshops and Tanks, Tools, &c.....	94	1	3
Repairs not done by the Company.....	666	5	7
Compensation.....	205	5	0
Small Stores.....	101	15	9
Lighting.....	185	17	11
Wages to Switchmen.....	1283	1	9
Miscellaneous.....	789	15	10
Total.....	£ 14424	4	1

MERCHANDIZE CHARGES.—ABSTRACT N.

	£	s.	d.
Salaries to Superintendents, &c., Clerks, and Office Expenses.....	3871	5	9
Wages to Conductors, Brakesmen, and Porters.....	9093	10	8
Oil, Tallow, and Waste.....	1589	8	11
Materials for repairing Cars and Sheets.....	3223	8	9
Wages for repairing Cars and Sheets.....	4155	0	2
Repairs to Workshops, Cranes, Tools, &c.....	280	5	8
Repairs not done by the Company.....	1785	14	10
Lighting.....	289	6	2
Compensation.....	334	1	4
Small Stores.....	74	2	4
Wages to Switchmen.....	1574	15	9
Miscellaneous.....	795	7	10
Total.....	£ 26965	17	9

GRAND TRUNK RAILWAY OF CANADA.—Details of Expenditure referred to in Revenue Account.—(Continued.)

MAINTENANCE WAY AND BUILDINGS.—ABSTRACT O.

	£	s.	d.
Inspectors, Platelayers, &c., Wages and Tools.....	7947	5	6
Rails, Chairs, Ties, Fittings, Sleepers, &c.....	7840	11	8
Ballast and Ballasting.....	2803	12	11
Repairs to Bridges, Tunnels, Culverts, Slopes, &c.....	11704	19	6
Repairs to Stations, Buildings, Sidings and Approaches.....	3526	2	9
Repairs to House property.....	351	9	5
Proportion of Engineers' Salaries and Office Expenses.....	390	14	2
Maintenance Contracted for.....	23955	16	3
Small Stores.....	97	18	5
Lighting.....	359	17	11
Miscellaneous.....	929	10	1
Total.....	£ 59407	18	7

GENERAL CHARGES.—ABSTRACT P.

	£	s.	d.
Salaries to Officers and Clerks.....	2416	9	5
Direction.....	3	6	10
Advertising, Printing and Stationery.....	1765	7	9
Law charges for General Business.....	69	4	11
Insurance.....	174	19	4
Store-keepers' Wages, and Office Expenses.....	159	0	10
Travelling Expenses.....	229	0	1
Miscellaneous.....	1444	11	4
Total.....	£ 6262	0	6

TELEGRAPH CHARGES.—ABSTRACT Q.

	£	s.	d.
Salaries.....	661	18	7
Instruments.....	5	0	10
Repairs.....	46	12	7
Office Fittings.....	16	17	5
Batteries.....	96	16	2
Incidentals.....	76	6	5
Stationery.....	88	8	4
Total.....	£ 942	0	4

TAXES.—ABSTRACT R.

	£	s.	d.
School Taxes.....	57	4	11
Municipal Taxes.....	846	0	1
Road Taxes.....	1100	5	2
Total.....	£ 2008	10	2

MONTREAL, 14th March, 1857.

JOHN ROSS,
President, G. T. Ry. C.

No. 5.

GRAND TRUNK RAILWAY COMPANY OF CANADA.—GENERAL BALANCE, 31st December, 1856.

Dr.

Cr.

	£	s.	d.	£	s.	d.
To Cash on hand.....	10130	0	10	218989	15	1
To Toronto City Debentures on hand.....	100000	0	0			
To Atlantic and St. Lawrence Shares held by the Company	49808	6	8			
To Bills Receivable on hand.....	1613	11	3			
To Exchange and Commission Account.....	30407	6	0			
To Premium on Debenture Account.....	165298	15	4			
To Outstanding Traffic Accounts.....	59289	3	4			
To Interest paid to date.....	760017	10	8	181217	19	6
To Balance due on Sundry Accounts.....	78132	15	11			
To Balance at debit of Atlantic and St. Lawrence Railroad Company.....	50320	0	2	54750	0	0
To Appropriation for Damages, Explosion at Longueuil.....	18402	1	0	64221	4	2
To Provincial Agents' Account, amount in their hands received on account of Preference Bonds.....	113569	15	0	419215	8	8
To Stores on hand.....				8023	19	7
To Fuel on hand.....				31031	10	6
				69111	13	3
				113569	15	0
				400988	5	4
				78940	15	4
Currency.....	£ 1580010	6	5	1580010	6	5

JOHN ROSS,
President, Grand Trunk Railway Company.

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Chief Accountant's Office,
MONTREAL, March 14th, 1857.

STATEMENT shewing the RECEIPTS and EXPENDITURE of the GRAND TRUNK RAILWAY COMPANY of CANADA on TRAFFIC ACCOUNT, for the several half-years, commencing 1st January, 1854, and ending 31st December, 1856.

		EXPENDITURE.																					
		RECEIPTS.						EXPENSES.															
No.	DISTRICTS.	Miles	Receipts.			Average receipt per Week.			Average receipt per mile per Week.			Expenses connected with the working of the Locomotives.		Expenses connected with the maintenance of the Road.		Expenses connected with the Passenger Traffic.		Expenses connected with the Merchandise Traffic.					
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
HALF-YEAR ENDING 30TH JUNE, 1854. 155 WORKING DAYS.																							
1	Portland to Island Pond	149	51370	12	1	1986	11	0	13	6	10	15856	19	9	6990	19	9	2883	7	11	6798	14	0
2	Montreal to Island Pond	143	35885	11	6	1889	2	5	9	14	4	15391	12	3	9070	9	2	2998	6	10	7912	1	9
		292	£87256	8	7	3877	13	5	11	11	4	31248	12	0	16061	8	11	5881	14	9	14680	15	9
HALF-YEAR ENDING 31ST DECEMBER, 1854. 159 WORKING DAYS.																							
3	Portland to Island Pond	149	64981	3	10	2463	7	1	16	13	4	17966	7	0	10192	4	7	3622	11	0	8611	10	1
4	Montreal to Island Pond	143	56587	4	5	2047	18	5	14	6	5	12644	9	8	7661	1	6	3901	7	5	11932	16	7
5	* Quebec to Richmond	96	3069	18	0	613	19	7	6	7	10	957	3	11	1299	8	2	193	10	10	395	14	1
		388	£121638	6	3	5145	5	1	13	5	3	31568	0	7	19152	14	3	7717	19	3	20880	0	9

* Opened 27th November. 30 working days.

STATEMENT shewing the RECEIPTS and EXPENDITURE of the GRAND TRUNK RAILWAY COMPANY OF CANADA on TRAFFIC ACCOUNT.—(Continued.)

EXPENDITURE.

	General Charges connected with the Traffic.		Expense connected with the working of the Telegraph.		Taxes.		Claims on account of Cattle Killed.		Claims on account of Lost and Damaged Goods.		Expenses of Ferry at Longueuil.		Expense of Ferry at Quebec.		Total amount of Expenses connected with the Traffic.		Average Expenditure per week.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.						
6	1665	1	9	136	0	9	29	1	6	...	...	...	...	...	49684	5	9	1910	18	8			
7	1869	4	1	64	9	1	443	1	7	65	19	11	768	6	3	43475	7	6	1672	2	7			
8	276	14	10	274	2	1	32	10	0	...	...	...	...	...	18533	2	10	712	16	3	7	8	
£	3311	0	8	474	11	11	504	13	1	65	19	11	768	6	3	111692	16	1	4295	17	6	11	1	
9	1857	7	3	160	16	5	1526	10	8	...	...	...	...	...	55668	14	7	2127	9	4	14	5	7
10	2304	14	6	138	5	10	305	9	8	89	15	1	2838	3	5	49237	0	10	1832	8	8	13	3	
11	487	18	2	257	8	0	37	10	0	...	...	...	...	...	19667	19	3	751	12	10	7	16	7
12	473	0	6	113	11	0	2	16	9	9
13	51	10	11	58	4	7	...	...	...	...	...	...	...	...	4616	11	7	748	12	9	5	19	9
£	4701	10	10	614	14	10	1869	10	4	39	15	1	2838	3	5	129633	6	9	5623	14	7	10	3	

STATEMENT shewing the RECEIPTS and EXPENDITURE of the GRAND TRUNK RAILWAY COMPANY OF CANADA on TRAFFIC ACCOUNT.—(Continued.)

EXPENDITURE.

No.	General Charges connected with the Traffic.			Expense connected with the working of the Telegraph.			Taxes.			Claims on account of Cattle Killed.			Claims on account of Lost and Damaged Goods.			Expense of Ferry at Longueuil.			Expense of Ferry at Quebec.			Total amount of Expenses connected with the Traffic.			Average Expenditure per week.								
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.						
																												£	s.	d.	£	s.	d.
14	1896	5	8	252	19	7	3	1	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	2773	1	1	235	15	9	199	3	4	42	10	0	191	8	7	...	...	...	...	...	...	...	...	...	...	...	...	...
16	368	18	11	103	17	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	54	18	11	12	1	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	206	14	11	282	16	5	16	19	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
£	5254	19	6	887	10	9	219	3	6	42	10	0	191	8	7	1057	7	8	931	13	4	57896	13	1	2207	11	3	14	16	4			
19	1129	4	8	135	2	11	1584	7	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	3498	5	2	188	14	3	152	3	7	51	13	9	1074	18	5	3437	1	9	...	...	...	...	...	...	...	...	...	...	...	...	...
21	639	9	0	122	1	6	86	10	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	1020	16	6	414	0	8	94	19	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	34	5	2	82	1	0	85	9	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	6262	0	6	942	0	4	2003	10	2	51	13	9	1074	18	5	3437	1	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
£	6262	0	6	942	0	4	2003	10	2	51	13	9	1074	18	5	3437	1	9	759	11	0	175021	13	4	6646	7	9	10	8	4

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Chief Accountant's Office, Montreal, March 26, 1857.

W. H. A. DANES,
Chief Accountant.

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