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# SESSIONAL PAPERS.

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VOLUME III.

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SECOND SESSION OF THE EIGHTH PARLIAMENT

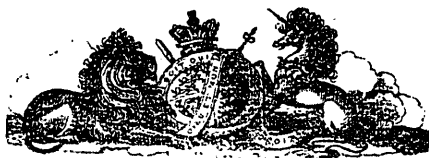
OF THE

PROVINCE OF CANADA.

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*Session 1864.*

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VOLUME XXIII.

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PRINTED FOR THE CONTRACTORS BY HUNTER, ROSE & LEMIEUX, ST. URSULE STREET, QUEBEC.

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RETURN of the Fees and Emoluments received by Registrars of Counties in Upper Canada, made in pursuance of the 76th Section, Cap. 89, Consolidated Statutes for Upper Canada, for the year 1863.

Country.	Name of Registrar.	Total Receipts.	Expenses.	Net Receipts.
		\$ cts.	\$ cts.	\$ cts.
Norfolk.....	F. S. Walsh.....	1305 18½		
Renfrew.....	James Morris.....	423 05		
Wellington.....	James Webster.....	3619 25		
Sim-coe.....	George Lount.....	3912 12	1230 00	2682 12
Kingston (City).....	W. G. Draper.....	511 25		
Peel.....	S. Brega.....	1534 75		
Victoria.....	H. Dunsford.....	2013 15		
Grey.....	Thomas Lunn.....	2068 40		
Northumberland, West Riding.....	G. S. Boulton.....	1134 50	500 00	634 50
Lincoln.....	John Powell.....	1616 85		
Peterborough.....	Charles Rubidge.....	1522 32	720 00	802 32
Durham.....	Geo. Ward.....	1225 82	470 00	755 82
Elgin.....	John McKay.....	1767 53	600 00	1167 53
York, North Riding.....	James J. Pearson.....	1520 91		
Bruce.....	N. Hammond.....	1660 93		
Haldimand.....	Agnew Farrell.....	1241 82		
Frontenac.....	James Durand.....	1072 75	400 00	672 75
York.....	John Ridout.....	3653 98		
Ontario.....	J. H. Perry.....	2585 65	1077 50	1508 13
Huron.....	John Galt.....	4016 50		
Durham, West Riding.....	Robert Armour.....	1511 83		
Stormont.....	George C. Wood.....	658 03½		
Prince Edward.....	John P. Roblin.....	936 14		
Welland.....	D. D. Everardo.....	1708 81	1125 00	583 81
Leeds.....	David Jones.....	1501 00		

No. 7.

## BANK STATEMENTS.

## LA BANQUE DU PEUPLE.

## LIABILITIES.

	\$ cts.
Promissory Notes in circulation not bearing interest.....	\$158,180 00
Bills of exchange in circulation not bearing interest.....	
Bills and Notes in circulation bearing interest.....	
Balances due to other Banks.....	7,005 19
Cash deposits, not bearing interest.....	326,685 34
Cash deposits bearing interest.....	264,716 51
<b>Total Liabilities.....</b>	<b>\$756,587 04</b>

## ASSETS.

Coin and Bullion.....	\$124,150 00
Landed and other property of the Bank.....	50,272 99
Government Securities.....	157,008 71
Promissory Notes, or Bills of other Banks.....	61,469 66
Balances due from other Banks.....	47,791 30
Notes and Bills discounted.....	1,969,156 61
Other debts due to the Bank, not included under the foregoing heads.....	115,202 24
<b>Total Assets.....</b>	<b>\$2,525,051 51</b>

B. H. LEMOINE, Cashier.

LA BANQUE DU PEUPLE,  
Montreal, 7th March, 1864.

## NORTHUMBERLAND AND DURHAM SAVINGS BANK.—1st December, 1863.

	\$	cts.
Total indebtedness of the Bank to four hundred and eleven depositors, including interest at five per cent. per annum.....	57721	97
ASSETS.		
Cash deposited in the Bank of Toronto, Agency in Cobourg.....	6513	89
Bank of Toronto Stock, par value.....	26700	00
Ontario Bank Stock, do .....	20000	00
Commercial do do .....	1000	00
Cobourg Harbour Debentures, issued by Act of Parliament .....	3000	00
Premium paid in purchase of Stocks.....	593	52
Interest accrued on Investments at 1st December, 1863, paid 1st January, 1864.....	1083	59
Total Assets .....	59196	00
Amount of Indebtedness as above.....	57721	97
Surplus held as Sinking Fund.....	1474	03
Amount of Interest received on Investments in year 1863.....	\$4301	00
Amount of Expenses of Bank in year 1863.....	1011	54

DAVID BURN, Actuary.

Cobourg, Canada West,  
6th February, 1864.

## MONTREAL CITY AND DISTRICT SAVINGS BANK.

	\$	c.	\$	c.
LIABILITIES.				
Amount due Depositors.....			981562	22
do on the property of the bank .....			11851	94
do to others, not depositors.....			2384	00
			995798	16
ASSETS.				
Amount loaned on endorsed Promissory Notes, with pledge of Public Securities.....			332941	10
Amount vested in Public Securities, viz. :—				
City of Montreal Debentures.....	225482	00		
Government of Canada 6 per cent. Currency Debentures .....	73661	17		
do do 5 per cent. Sterling do .....	98222	22		
do do "Seigniors Casual Rights" .....	1047	00		
Champlain & St. Lawrence Railroad 1st Mortgage Sterling Bonds.....	67179	46		
Montreal Harbour 7 per cent. Bonds .....	2000	00		
			467591	85
Amount vested in Bank Stocks, viz. :—				
La Banque du Peuple, of Montreal .....	35049	16		
City Bank do .....	17139	40		
Bank of Montreal.....	15362	83		
Ontario Bank, of Bowmanville .....	8053	83		
Commercial Bank of Canada .....	2500	00		
			78304	72
Amount loaned to Nuns of Hôtel-Dieu, secured by Bond and Mortgage.....			35283	68
Sale of portion of Bank property, secured by <i>Baillieur de fund an.</i> Mortgage.....			7000	00
Amount secured by Mortgage on Real Estate (done for a special object) connected with the building .....			7700	00
Real Estate occupied by the Bank .....			23382	10
Deposits on call bearing 4 per cent. and 5 per cent. Interest :—				
La Banque du Peuple, 4 per cent.....	20266	66		
Commercial Bank, 4 do .....	23000	00		
Molson's Bank, 4 do .....	20200	00		
Ontario Bank, 4 do .....	20066	66		
City Bank, 4 do .....	44019	34		
Ontario Bank, 5 do .....	27112	50		
			151665	16
Office Furniture.....			700	00
			\$1104568	67

Montreal City and District Savings Bank.—(Continued.)

Amount of interest accrued during the year.....		\$ cts. 58766 18
“ expenses for the year.....		10421 40
Number of Depositors' Accounts open .....	3813	

We, the undersigned, Actuary and Managing Directors of the Montreal City and District Savings Bank, make oath that the above Statement is correct, to the best of our knowledge and belief.

E. J. BARBEAU, Actuary.  
A. LAROCHE,  
HENRY MULHOLLAND,  
WILLIAM WORKMAN,

A. M. DELISLE,  
EDWIN ATWATER,  
HENRY STARNES,  
EDW. MURPHY.

Sworn before me at Montreal, this 22nd February, 1864.

HENRY JUDAH, J.P.

QUEBEC PROVIDENT AND SAVINGS BANK.

Invested in Bank Stocks, viz.,		\$ cts.	\$ cts.
Banque du Peuple	Stock.....	10,650 00	
Quebec Bank	do .....	49,500 00	
Upper Canada Bank	do .....	12,990 00	
Bank of Toronto	do .....	9,000 00	
Banque Nationale	do .....	6,000 00	
			85,140 00
Deposited at interest in Quebec Bank.....			39,717 87
Vested in, or loaned on Public Securities, viz.,			
Montreal Water Works Debentures.....		52,800 00	
Quebec Corporation	do .....	52,000 00	
Provincial	do .....	2,387 40	
Hamilton	do .....	74,000 00	
London	do .....	56,000 00	
Woodstock	do .....	8,000 00	
Middlesex	do .....	27,400 00	
Montreal Harbour	do .....	15,500 00	
Hastings	do .....	4,045 00	
Quebec Harbour	do .....	63,000 00	
Montreal Corporation	do .....	26,000 00	
Quebec Water Works	do .....	14,000 00	
Montreal Turnpike Trust	do .....	120,000 00	
Kamouraska	do .....	240 00	
Dorchester Bridge	do .....	2,500 00	
			523,172 40
Number of Depositors.....	3080		
	Total of Deposits.....		611,911 29
Accrued interest during the year.....			25,568 03
Expenses of the Bank during the year.....			5,338 45

WE, the undersigned, do make oath and say that the foregoing Return is just and true, to the best of our knowledge and belief.

Trustees { CHRISTIAN WURTELE, MATTHEW G. MOUNTAIN,  
W. HOSSACK, HENRY S. SCOTT,  
JOHN PATERSON, J. H. FLINT,  
EDWARD POSTON, JOHN S. FRY.

GEORGE VEASEY,  
Cashier.

Sworn before me, at Quebec, this seventh day of March, in the year of our Lord one thousand eight hundred and sixty-four.

THOMAS E. DICKENSON, J.P.

## INSURANCE COMPANIES.

## QUEEN INSURANCE COMPANY.

	\$	c.	\$	c.
Capital (of which \$467,268.45 has been called up).....			4,866,670	
<b>ASSETS.</b>				
Cash in hand .....			282	76
Cash in hands of Banks.....			221,521	93
Balances due by Branches and Agents, including outstanding Premiums, &c.....			45,497	81
Amount secured by Mortgages.....			115,718	88
Amount secured by Bonds held by the Company:—				
Birkenhead Improvement Commissioners' Bonds.....	19078	31		
Mersey Dock and Harbour Board Bonds.....	74289	72		
Birkenhead Railway Bonds.....	34066	69		
Birkenhead Gas and Water Works Bonds.....	14600	01		
Liverpool Corporation Bonds.....	9733	34		
Midland Great Western Railway Bonds.....	14600	01		
Canadian Five $\frac{3}{4}$ cent. Bonds.....	51355	53		
Great Western Railway Bonds .....	14600	01		
			232,323	62
Furniture, etc., at Chief and Branch Offices, Policy Stamps, etc.....			10,023	64
Amount secured by Railway Debentures and other Stock and Shares, the market values of which are over fifteen $\frac{3}{4}$ cent. in excess of sums on loan.....			78,076	68
Amount invested in purchase of Reversions.....			6,836	40
Amount on Loan secured by Life Policies and Collateral Personal Security .....			45,546	05
Amount advanced on Shares in Building Societies with collateral personal security .....			68,133	38
			\$824,561	15
<b>LIABILITIES.</b>				
Debts due to other offices.....			5,773	79
Rent and other Accounts outstanding .....			3,510	75
Losses due and unpaid.....			Nil.	
do adjusted and not due .....			20,255	99
do in suspense and waiting further proof.....			12,785	77
do resisted.....			Nil.	
Duty due to Government.....			18,096	16
			\$60,422	46
Premiums earned.....			205,276	56
Premiums unearned .....			136,851	04
Premiums received during the year.....			\$342,127	60

CITY OF MONTREAL, } Alexander Mackenzie Forbes being duly sworn, deposes and says; That he is the  
 To Wit: } Resident Secretary and General Agent of the Company aforesaid, and that on the  
 6th day of October, 1863 last, all of the above described assets were the absolute property of the said Com-  
 pany, and that the foregoing statement is a full, true and correct statement of the affairs of the said Com-  
 pany on the 6th day of October last, according to the best of his information, knowledge and belief.

A. M. FORBES.

Sworn before me this 27th day of January, 1864.

T. DOUCET, J. P.

ÆTNA INSURANCE COMPANY.

	ASSETS.				Par value.		Market value	
					\$	cts.	\$	cts.
Real Estate, unincumbered.....							87963	18
Cash on hand and in Bank.....							7669	38
Cash in the hands of Agents and other persons.....							139993	36
Mortgage Bonds,		8 per cent.	semi-annual	interest.....	10000	00	12100	00
Do	7	do	do	do	217500	00	227650	00
Do	6	do	do	do	131000	00	139240	00
Rochester City Bonds	7	do	do	do	25000	00	28000	00
Brooklyn City Water Bonds	6	do	do	do	25000	00	27500	00
Jersey City Water Bonds	6	do	do	do	50000	00	53000	00
Hartford City Bonds	6	do	do	do	38000	00	41800	00
Hartford City Scrip	6	do	do	do	21000	00	21000	00
Hartford Town Bonds	6	do	annual	do	60000	00	66000	00
New York City Bonds	6	do	quarterly	do	75000	00	81000	00
United States Stock of 1864 to 1874	5	do	semi-annual	do	205000	00	205000	00
Do do 1881	6	do	do	do	125000	00	137500	00
Do do 1882 [5-20's]	6	do	do	do	160000	00	161600	00
Do Treasury Notes	7	3-10	do	do	57300	00	63043	00
Connecticut State Stock	6	do	do	do	50000	00	55000	00
Rhode Island do	6	do	do	do	50000	00	54000	00
Ohio do	6	do	do	do	100000	00	108000	00
Kentucky do	6	do	do	do	10000	00	10400	00
Michigan do	6	do	do	do	25000	00	25500	00
New Jersey do	6	do	do	do	15000	00	15000	00
New York do	6	do	quarterly	do	31000	00	35650	00
Indiana do	2	do	semi-annual	do	76000	00	45600	00
Connecticut State Scrip	6	do	interest	.....	50000	00	50000	00
Atlantic Mutual Insurance Co. Scrip of 1862 and 1863							18690	00
50 Shares Connecticut River Company Stock.....					5000	00	1250	00
50 do Hartford and New Haven Railroad Co. Stock.....					50000	00	100000	00
300 do Conn. River Railroad Co.				do	30000	00	31500	00
107 do Boston and Worcester Railroad Co.				do	10700	00	14552	00
50 do Citizens' Bank do Waterbury, Conn.....				do	5000	00	5150	00
50 do Stafford do do Stafford Springs, Conn.....				do	5000	00	5000	00
36 do Eagle do do Providence, R.I.....				do	1800	00	1800	00
200 do Revere do do Boston, Mass.....				do	20000	00	20600	00
100 do Safety Fund do do do do				do	10000	00	10200	00
200 do Bank of the State of Missouri do do St. Louis, Mo.....				do	20000	00	16000	00
100 do Merchants' Bank do do do				do	10000	00	8000	00
200 do Mechanics' do do do do				do	20000	00	16000	00
400 do Farmers' and Mechanics' do do Philadelphia, Pa.....				do	20000	00	22800	00
140 do Ætna do do Hartford, Conn.....				do	14000	00	14500	00
100 do Bank of Hartford County do do do do				do	5000	00	5500	00
200 do City Bank do do do do				do	20000	00	22400	00
100 do Charter Oak do do do do				do	10000	00	10000	00
200 do Exchange do do do do				do	10000	00	10000	00
440 do Farmers' and Mechanics' do do do do				do	44000	00	53240	00
500 do Hartford do do do do				do	50000	00	71000	00
100 do Merchants' and Manufacturers' do do do do				do	10000	00	10600	00
300 do Phoenix do do do do				do	30000	00	35400	00
250 do State do do do do				do	25000	00	31250	00
150 do Connecticut River Banking Co. do do do do				do	7500	00	11250	00
400 do American Exchange Bank do New York City				do	40000	00	43200	00
300 do Bank of America do do do do				do	30000	00	39100	00
800 do Broadway Bank do do do do				do	20000	00	34000	00
800 do Butchers' and Drovers' do do do do				do	20000	00	25000	00
100 do Hanover do do do do				do	10000	00	10000	00
100 do City do do do do				do	10000	00	15000	00
200 do Bank of Commerce do do do do				do	20000	00	20600	00
100 do Bank of the Commonwealth do do do do				do	10000	00	10000	00
300 do Importers' and Traders' Bank do do do do				do	30000	00	33000	00
100 do Mercantile do do do do				do	10000	00	13000	00
200 do Market do do do do				do	20000	00	20400	00
1200 do Mechanics' do do do do				do	30000	00	34500	00
200 do Merchants' Exchange do do do do				do	10000	00	10000	00
400 do Metropolitan do do do do				do	40000	00	46000	00
820 do Merchants' do do do do				do	41000	00	43460	00
400 do Bank of the Manhattan Co. do do do do				do	20000	00	23000	00
300 do Nassau Bank do do do do				do	30000	00	31800	00
200 do North River do do do do				do	10000	00	10800	00

## Ætna Insurance Company.—Continued.

ASSETS.		Par value	Market value
		\$ cts.	\$ cts.
300 Shares Bank of New York	Stock, New York City.....	30000 00	36000 00
200 do do North America	do do do .....	20000 00	21000 00
200 do do the Republic	do do do .....	20000 00	21000 00
400 do Ocean	Bank do do do .....	20000 00	19200 00
400 do People's	do do do do .....	10000 00	10000 00
500 do Phoenix	do do do do .....	10000 00	10900 00
400 do Union	do do do do .....	20000 00	23000 00
150 do N. York Life Insurance and Trust Co.	do do do .....	15000 00	30000 00
100 do United States' Trust Co.	do do do .....	10000 00	20000 00
Wayne County, Michigan Bonds, 7 per cent. semi-annual interest.....		25000 00	25000 00
Total Assets.....			3128820 92
LIABILITIES.		\$ cts.	\$ cts.
The amount of Liabilities, due or not due, to Banks or other creditors.....			None
Losses adjusted and due .....			None
Losses adjusted and not due .....			8090 90
Losses unadjusted, in suspense, waiting for further proof.....			118173 63
All other claims are small, for printing, &c.....			
Total Liabilities .....			\$126264 53
Amount of Premium earned the past year .....			\$906237 98
Amount of Premium unearned the past year.....			\$627412 83

Hartford, Jan. 1st, 1864.

THOS. A. ALEXANDER, President.  
LUCIUS J. HENDÉE, Secretary.State of Connecticut, }  
Hartford County, ss. }

HARTFORD, January 19th, A.D. 1864.

Personally appeared before me, Henry Fowler, a Justice of the Peace, duly qualified to administer oaths, Thomas A. Alexander, President, and Lucius J. Hendée, Secretary, and made solemn oath that the foregoing statement of the Assets and condition of the Ætna Insurance Company is true.

HENRY FOWLER, Justice of the Peace.

## CANADA LIFE ASSURANCE COMPANY.

General Abstract of the estimated Assets and Liabilities of the Canada Life Assurance Company, as at 30th April, 1863.

ASSETS.	\$ cts.	\$ cts.
Cash on hand and in Bank.....	3,243 28	
Cash in Agents' and others' hands, including receipts held by them for premiums, which have since been paid .....	20,022 77	23,266 05
Mortgages on Real Estate, (par value).....	262,519 01	
Municipal Corporation Debentures [par value] City.....	\$30,716 67	
“ “ “ County.....	97,756 00	
“ “ “ Township .....	10,544 00	
“ “ “ Town.....	75,516 00	
	214,532 67	

## Canada Life Assurance Company.—Continued.

ASSETS.	\$	cts.	\$	cts.
Road Company Debentures.....	1,200	00		
Stock in the Hamilton Gas Light Company.....	3,040	00		
“ Ontario Bank.....	2,000	00		
Bills Receivable.....	1,736	50		
Terminable Annuity, &c.....	1,493	83		
Loans on Policies.....	16,437	00		
Interest accrued on Debentures, &c., to April 30, 1863.....	8,284	97		
	511,244	78		
Real Estate and Leasable Property.....	153,084	24		
	664,329	02		
Deduct estimated amount of probable losses.....	62,700	00		
			601,629	02
Half-yearly and Quarterly Premiums secured on Policies and payable within nine months.....	27,742	63		
Unpaid Half-premiums of Half-credit Policies.....	17,961	04		
			45,703	67
Office Furniture.....			2,893	96
			673,492	70
Present value of Income of \$92,371 17, from “Whole Life” Premiums, (Profit accepted in diminution of future Premiums being deducted).....	1,047,705	15		
Present value of Income of \$3,478 30, increasing to \$6,515 58, from Whole Life Policies of the Special Reduced System.....	70,813	08		
Present value of Income of \$5,882 05, from Life Premiums for a limited period.....	54,809	07		
			1,173,327	30
			1,846,820	00
LIABILITIES.	\$	cts.	\$	cts.
Capital Stock, 12½ per cent. on 2340 shares, of \$936,000.....	117,000	00		
11½ per cent. on 160 shares, of \$64,000.....	7,520	00		
			124,520	00
Balance of money lodged for accumulation, &c., with interest to 30th April. Balance of money remaining at the credit of Depositors in the Hamilton Deposit and Savings Bank of which the sum of \$21,420 85 has since been withdrawn.....			27,419	00
Claims matured awaiting proof, including vested additions.....	9,622	71		
Claims payable by instalments.....	88	30		
			27,978	88
Cash profits declared on Policies remaining unpaid at 30th April, 1863.....			9,711	01
Surrender value of Policies suspended, but which may be revived within 12 months.....			413	19
			4,358	28
Present value of Capital sums Assured for life under 2216 Policies for \$3,892,252 07, including vested additions.....	1,089,847	43		
Present value of Capital sums Assured under 121 Policies for a limited period for \$124,843 89, including vested additions, (covering \$105,943 89 of endowment assurances in 102 Policies).....	38,311	81		
			1,128,159	24
Present value of three Life Annuities for \$842 33.....	8,570	90		
Present value of one Bond of Assurance and Annuity combined \$9 50 and \$45 14.....	23	33		
			8,594	23
			1,331,154	66
Balance in favor of the Company.....			515,665	34
Of which the sum of \$430,155 73 is excluded from the valuations for profit as representing the sum from which the future expenses, profit and other contingencies will be met.				
			1,846,820	00

JOHN FERRIE, Vice-President.

A. G. RAMSAY, Manager and Secretary.



## STATEMENT of Receipts and Payments of the Canada Life Assurance Company.

RECEIPTS.		\$	cts.
Balance as at 30th April, 1862.....		513,987	07
Premiums received on 251 New Policies taken up and renewals.....		106,348	31
\$3 00 per share on 22 new shares made equal to old.....		66	00
Received in deposit and for accumulation, &c.....		103,087	94
Interest earned on investments, &c.....		43,735	74
Fines and extra risks.....		514	52
		\$1,067,739	58
PAYMENTS.			
Expense account.....		26,934	24
Vote for Board.....		1,600	00
10 per cent. written off office furniture.....		321	55
Expenses caused by the recent attacks upon the Company by the extra Audits, publications and defenses requisite to repel these.....		3,320	39
Written off investments, being loss on properties disposed of during the year.....		3,845	10
10 per cent. written off the Company's Offices—re-erved last year per statement.....		7,126	00
2 per cent. written off the same account for past year.....		1,274	00
Balance at debit of Hamilton and Gore District Savings Bank reserved per last year's statement—charged to Proprietor's account.....		13,526	72
Unpaid half-premiums written off, (on half-credit Policies suspended).....		1,214	77
Re-Assurance premiums.....		888	41
Claims paid.....		25,855	00
Cancelled (purchased) policies.....		1,933	63
Annuities paid.....		905	19
Deposit, &c., withdrawn.....		260,407	41
Interest paid on deposits.....		6,812	20
Profits of Mutual Branch—Paid as Bonus.....	\$ 824 17		
“ “ “ Cash.....	2,520 29		
“ “ “ Diminution.....	1,194 55		
		4,539	01
Half of 14th years' Dividend paid on 2318 shares.....		6,594	41
15th years' Dividend paid on 2340 shares.....		5,774	78
		\$372,922	81
Leaving a Balance of.....		694,816	77
		\$1,067,739	58
Which is distributed as under :			
Cash on hand and in Bank.....	\$ 3,243 28		
Cash in Agents' and others hands, including receipts held by them for Premiums which have since been paid.....	20,022 77		
		23,266	05
Investments, (par value \$502,959 81).....	461,583 88		
Real Estate, Offices and other property.....	153,084 24		
		*614,668	12
Interest accrued to 30th April, 1863, on Debentures, Loans, &c.....		8,284	97
Half-yearly and Quarterly Instalments of Premiums secured on Policies, and payable within nine months.....		27,742	63
Deferred Half-payments on half-credit Policies.....		17,961	04
Office Furniture.....		2,893	96
		\$694,816	77

\* This amount includes \$62,700 00, balance of sum estimated as that which may be required to meet losses arising upon old investments, being applicable to transactions not yet closed.

JOHN FERRIE, Vice-President.  
A. G. RAMSAY, Manager & Director.

Examined,  
THOS. D. HARRIS, } Auditors.  
CHAS. ROBERTSON, }

The Canada Life Assurance Company,  
Hamilton, 24th October, 1863.

**HARTFORD FIRE INSURANCE COMPANY.**

CAPITAL.		\$	cts.	\$	cts.
The amount of Capital Stock is.....				500,000	00
do do paid up, is.....				500,000	00
ASSETS.					
Cash on hand and in Bank.....		88,048	94		
Cash in hands of Agents, and in course of transmission.....		13,126	98		
Bills receivable for loans, secured by personal and collateral security.....				19,647	33
Real Estate unencumbered.....				15,000	00
Non-Resident Tax.....				2,553	75
				1,090,957	00
LIABILITIES.					
Losses adjusted and not due.....		34,750	24		
				1,229,334	00
MISCELLANEOUS.					
The greatest amount insured in any one risk (except in special cases) is.....		10,000	00		
Premiums for the past year (earned).....		337,837	55		
“ “ (unearned).....		248,230	31		

STATE OF CONNECTICUT, } H. Huntington, President, and T. C. Allyn, Secretary of  
 County of Hartford. } ss. the Hartford Fire Insurance Company, of Hartford,  
 Connecticut, U.S., being duly sworn depose and say, and each for himself says, that they  
 are the above described officers of the Company aforesaid, and that on the first day of  
 November last, all of the above described Assets were the absolute property of the Com-  
 pany, free and clear from any claim thereon by any person or corporation except as herein  
 stated, and that the foregoing statement is a true, full and correct statement of the con-  
 dition and affairs of said Company on the first day of November last, according to the best  
 of their information, knowledge and belief.

[Signed,]

H. HUNTINGTON, President.

“

TIMO. C. ALLYN, Secretary.

Subscribed and sworn before me at Hartford, the 13th day of January, 1864.

[Signed,]

URIAH CASE, J.P.

**BRITISH AMERICA ASSURANCE COMPANY.**

	\$	cts.	\$	cts.
To Debentures, at 6 per cent., with interest.....			112373	76
“ Loans on Bonds and Mortgages.....			165214	97
“ Bills Receivable.....			5397	94
“ Company's premises of leasehold property.....			11983	76
“ Fire Engine.....			100	00
“ Office furniture.....			666	76
“ Steam pump for salvage purposes.....			576	15
“ Salvage interest on steamer “Trenton”.....			1268	34
“ Agents, for this amount.....			11387	97
“ Bank of Upper Canada.....	4327	68		
“ Cash.....	324	62		
			4652	30
			314121	95
To balance brought forward.....			\$82576	65
By capital stock paid in on \$400,000.				
“ Fifty per cent.....			200000	00
“ do.....		75	00	
“ Accounts and expenses unpaid.....	5693	27		
“ Dividends 1 to 40, unclaimed.....	1803	83		
“ do 41.....	10000	00		
“ Losses under adjustment.....	13973	80		
“ Balance.....			31545	90
			82576	05
			\$814121	95

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 British America Assurance Company.—*Continued.*


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Capital stock subscribed..... 8000 shares..... Amount \$400,000.  
 Capital stock paid in..... Amount \$200,000.

## FIRE INSURANCE for year ending 31st December, 1863.

Amount of property insured .....	\$	cts.
Amount of premiums received for the same.....	9695126	00
Amount of losses incurred .....	88320	69
Present liability under 5162 policies.....	38533	03
	10082900	00

## MARINE INSURANCE for year ending 31st December, 1863.

Amount of property on inland waters.....	1814344	00
Amount of premiums received for the same.....	26697	81
Amount of losses incurred .....	15399	95

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We, the undersigned, do make oath and say the above is a full and true account of the funds and property of the British America Assurance Company, to the best of our knowledge and belief.

G. P. RIDOUT,  
 Gov. Br. Am. As. Co.

G. H. RUTHERFORD, }  
 THOS. D. HARRIS, } Trustees.  
 W. CAYLEY, }

Sworn before me, in the City of Toronto, this eighth day of March, 1864.

J. H. GIBSON,  
 A Commissioner, &c., in B. R., in and for the County of York.

## TRINITY HOUSES.

The TRINITY HOUSE of QUEBEC, in Account Current with A. LEMOINE, *Treasurer*.

## DR.

1863.	To paid for wages of four men employed on board the steamer Napoleon, on her trips to the Light Houses, to assist in receiving and landing oil and other light house stores .....		\$ 112 00
" "	R. Shaw & Co.'s account for sundries for light house service.....		22 70
" "	F. Buteau, for board of the junior Superintendent of Pilots on board the Provincial steamers during his visits to light houses.....		94 00
" "	Amount of the following abstracts, viz :		
	No 1. Contingencies .....	\$ 3,794 05	
	2. Harbour office .....	1,806 09	
	3. Buoys .....	2,447 36	
	4. Beacons .....	220 16	
	5. Oil department.....	4,633 63	
	6. Quarantine .....	8 50	
	7. Provision depots.....	82 44	
	8. Light ship.....	2,564 38	
	9. Stores.....	79 50	
	10. Portneuf Light-house.....	388 12	
	11. Ste. Croix do .....	36 31	
	12. St. Antoine do .....	16 82	
	13. Bellechasse do .....	111 79	
	14. Crane Island do .....	411 85	
	15. Pillar do .....	204 83	
	16. Kamouraska do .....	192 64	
	17. Pilgrims do .....	108 90	
	18. Brandy Pots do .....	235 40	
	19. Red Island do .....	183 39	
	20. Green Island do .....	68 54	
	21. Biquet do .....	162 10	
	22. Father Point do .....	244 96	
	23. Point des Monts do .....	575 38	
	24. Cape Rosiers do .....	220 39	
	25. W. Pt. Anticosti do .....	364 67	
	26. S. W. Pt. Anticosti do .....	128 93	
	27. E. E. Anticosti do .....	73 90	
	28. Forteau do .....	291 25	
	29. Belle Isle do .....	497 75	
	30. Salaries, Trinity House officers.....	9,294 00	
	31. do Light-house keepers.....	10,992 00	
	32. Pensions.....	625 33	
			41,065 36
	Balance.....		890 41
	Total .....		\$ 42,184 47

## CR.

1863.	By Balance on the 31st December, 1862.....	\$ 2,769 76
"	Received for proceeds of sale of oil drippings.....	379 96
"	condemned provisions .....	21 37
"	from clerk of Trinity House, balance of fine and cost received by him during the present year.....	13 38
"	Provincial Government, amount of Warrants.....	39,000 00
	Total.....	\$ 42,184 47

Sworn to, as being correct, at Quebec, this 16th January, 1864.

ED. GLACKEMEYER, J.P.

Examined.—Balance in the Treasurer's hands being \$890.41 cts.

JAS. GILLESPIE, *Master*.

E. E.

A. LEMOINE, *Treasurer*.

Quebec, 31st December, 1863.



ACCOUNTS OF THE TRINITY HOUSE, MONTREAL, FOR THE YEAR ENDING  
31st DECEMBER, 1863.—(Printed in abstract form.)

THE TREASURER OF THE TRINITY HOUSE OF MONTREAL, IN ACCOUNT WITH HER MAJESTY'S  
GOVERNMENT.

*Dr.*

March 31, 1863.—For Salaries and other disbursements for quarter ending this day.....	\$ 2,823 26	
June 30, " do do do	8,440 24	
Sept. 30, " do do do	5,308 67	
Dec. 31, " do do do	8,315 58	
		\$24,887 75

*Cr.*

July 2, " —By warrant from Receiver General.....	\$ 3,000 00	
July 14, " —By proceeds, six quintals of old iron, @ 3s. 9d. <del>3</del> quintal.....	4 50	
April 10, " —By warrant from Receiver General.....	3,000 00	
May 22, " do do do	4,000 00	
June 8, " do do do	4,716 39	
Aug. 10, " do do do	4,000 00	
Oct. 18, " do do do	4,000 00	
Dec. 18, " do do do	3,000 00	
Dec. 30, " —By net proceeds of eleven old oil-cans sold by auction.....	2 25	
		25,723 14
Dec. 31, 1863—By balance in Bank of Upper Canada to credit of Treasurer.....		\$835 39

Examined and found correct.

BENJAMIN LYMAN,  
P. E. COTTY, Warden, } Auditors.

ACCOUNTS OF THE MONTREAL DECAYED PILOT FUND.

DECAYED PILOT FUND IN ACCOUNT WITH THE TREASURER OF TRINITY HOUSE, MONTREAL.

*Dr.*

March 31, 1863.—By pensions for quarter ending this day.....	\$ 153 00	
June 30, " do do do	294 00	
Sept. 30, " do do do	201 00	
Dec. 31, " do do do	279 00	
		\$ 927 00

*Cr.*

Dec. 31, 1862.—By balance in Treasurer's hands	\$1,317 33	
March 31, 1863.—By interest, &c.....	240 00	
June 30, " do do do	353 40	
Sept. 30, " do do do	676 46	
Dec. 31, " do do do	569 58	
		\$ 3,156 77
Dec. 31, 1863—By balance in Treasurer's hands .....		\$ 2,229 77

## STATEMENT OF FUNDS.

Montreal Harbour Bonds.....	\$ 3,200 00
Montreal Water Work Bonds.....	5,600 00
Government Debentures.....	2,800 00
Cash in Treasurer's hands.....	2,229 77

\$ 13,829 77

Examined and found correct. Balance in Treasurer's hands—Two thousand two hundred and twenty-nine dollars and seventy-seven cents.

BENJAMIN LYMAN,  
P. E. COTTY, Warden, } Auditors.

Sessional Papers (No. 9).

REPORT of *L'Hospice de St. Joseph de la Maternité de Québec*, for the year ending 31st December, 1863 :

## I.—NAMES OF MEMBERS :

Mesdames L. C. Panet,—Lady; Belleau,—V. H. Têtu,—H. C. Taschereau,—H. M. Carrier,—T. P. Bilodeau,—C. D. Têtu,—C. P. Fremont,—G. DeBlois,—M. M. Métivier,—E. M. Langevin.

II.—NUMBER OF PERSONS TREATED AND ADMITTED INTO THE INSTITUTION :—40.

III.—ENDOWMENT :—None.

## IV.—GENERAL STATEMENT OF THE AFFAIRS OF THE CORPORATION :

The Corporation has acquired, by purchase, a lot of land and a house in the Upper Town of Quebec, containing 85 feet in front by 53 feet in depth, for the sum of £1,175, or \$4,700, not yet paid, and bearing interest.

The revenue of the Corporation consists solely of the contributions and gifts of its members, and the produce of their labors, together with the Legislative grant.

STATEMENT of the Affairs of *L'Hospice de St. Joseph de la Maternité, of Quebec.*

1863.	DR.	
Dec. 31. By cash in hand at beginning of year .....		\$130 13
By cash received from Legislature .....		480 00
By Annual Subscription .....		204 00
By cash received from boarders.....		402 65
By cash for work done.....		38 07
By sundry gifts.....		224 90
By proceeds of bazaar.....		381 47
		\$1,861 22

1863.	Cr.	
Cash paid on account, building .....		\$400 00
Interest paid.....		120 00
Insurance, firewood, and other requirements of Institution...		525 55
Paid for provisions.....		454 42
Balance of cash in hand.....		361 25
		<hr/>
		\$1,861 22
Balance due on building.....		\$1,600 00

Quebec, 31st December, 1863.

E. M. LANGEVIN,  
*Secretary.*

M. L. C. PANET,  
*President.*

REPORT of the Society of *l'Union St Joseph*, of the village of *Industrie*, (Town of *Joliette*), 1863 :

RECEIPTS.

Cash on hand at date of last report, 31st of January, 1863.....	\$543 00
Amount received, contributions of members, current year.....	293 11½
do. do. entrance fees of new members.....	39 67
do. do. in fines under by-laws .....	4 60½
	<hr/>
	\$780 39

EXPENDITURE.

Amount expended for relief of sick members.....	\$246 11½
Rent of house for Society, and other contingent expenses.....	73 17
Amount of Cash now on hand.....	461 10½
	<hr/>
	\$780 39

Done and Signed, in the Town of Joliette, this 9th March, 1864.

ALEXIS RIVET, *President.*

JEAN B. DESMARAIS, *Secretary.*

ANNUAL REPORT of the Benevolent and Mutual Aid Society of *Industrie* and of the County of Joliette.

Date of first establishment, January 23th, 1861 :—Date of incorporation, last session of 1863 :—Regular meetings, every Saturday :—General meetings, first Saturday of each month :—Members' contribution, 25 cents per month :—Allowance to sick, \$3 per week :—Funds in bank, \$250 :—Already paid to sick, \$107 :—Value of movables, \$150 :—Active members, 100 :—Honorary members, 21.

Certified correct.

MOISE T. VIAU, President, S. B. S. M.

L. A. DESROSIERS, Secretary, “

Joliette, 7th March, 1864.



STATEMENT of the Affairs of the Canadian Society of Carpenters and Joiners of Montreal, from the 31st December, 1862 to 31st December, 1863 :

Moneys in the hands of the Treasurer on the 31st Dec., 1862.....	\$ 33 02½
Receipts during the year 1863.....	861 90
Drawn from the bank to defray the cost of a banner, but replaced by a subscription among the members.....	60 00
Total .....	\$954 92½

## EXPENDITURE.

Rent of Hall, Books, &c .....	\$101 80
Relief of sick members.....	126 80
A banner, and other decorations for the members.....	285 06
	<u>\$513 66</u>
Savings during the year 1863 .....	\$441 26½

## Invested as follows :

Amount deposited in the bank.....	\$342 50
Amount in the hands of the Treasurer on 31st Dec., 1863.....	98 76½
Total amount in the bank, including interest, on 31st Dec., 1863.....	\$1,506 19
Amount in the hands of the Treasurer .....	98 76½
	<u>\$1,604 95½</u>
Amount due by the members for subscriptions, &c.....	\$355 35
Number of active members on 31st Dec., 1862.....	176
Entered in 1863.....	92
	<u>268</u>

Montreal, 16th March, 1864.

ANNUAL RETURN of the Society of *L'Union St. Joseph de St. Jean à Iberville*, from the 28th December, 1862, the date of its institution, to the 27th December, 1863, inclusive :

The Treasurer in account with the Society.

## RECEIPTS.

Entrance fees.....	\$90 77
Subscriptions.....	114 96
Fines .....	9 50
By-laws of the Society sold for the benefit of the Society .....	3 95
Different donations .....	6 27
	<u>\$225 45</u>

## EXPENDITURE.

Books and papers.....	\$10 35
Two advertisements in the <i>Official Gazette</i> , and other papers .....	18 73
Various expenses .....	3 32
	<u>\$32 40</u>
Balance in hand .....	\$193 05
Amount due the Society .....	\$42 53

The number of members is sixty-four.

AUGUSTE MAILLET, Assistant Treasurer.  
JEAN BOURGUIGNON, President.  
ALPHONSE MONDOU, Secretary.

St. John's 7th March, 1864.

### Sessional Papers (No. 9).

ANNUAL RETURN of the "Congregation St. Michel de Sorel," for the year 1863 :

Total number of members.....	191
Members subscribing to the Relief Fund.....	110
Members subscribing to the Savings Fund.....	98

#### GENERAL FUND.

##### RECEIPTS.

In 1860 .....	\$40 10
" 1861 .....	17 79
" 1862 .....	21 96
" 1863 .....	26 85
	<u>\$109 70</u>

##### EXPENDITURE.

In 1860 .....	\$40 40
" 1861 .....	14 79
" 1862 .....	19 02
" 1863 .....	32 64
	<u>\$106 85</u>

Balance in hand..... \$2 85

#### SAVINGS FUND.

To this fund the members contribute 12½ cents a month,—and, when suffering from illness, receive from it \$.50 a week.

##### RECEIPTS.

In 1860 .....	\$ 22 20
" 1861 .....	79 25
" 1862 .....	156 17
" 1863 .....	110 49
	<u>\$368 41</u>

##### EXPENDITURE.

Assistance to members suffering from illness to the year 1863,  
inclusive..... \$ 54 25

Net balance..... \$314 16

Besides the above sum, there is a balance of \$79.50 to the credit of the Relief Fund. To this the members contribute fifty cents a year, and this ensures to them medical attendance during the year, and a service in case of death.

(Signed,)

IGNACE BADEAU, President,  
B. GEFREY, Director,  
ELIE CHAGNON, Treasurer.

STATEMENT OF THE AFFAIRS OF THE KINGSTON HOSPITAL, FOR 1863.

<p><b>Sources of Revenue:—</b>                  Amount of Government grant (received 18th Nov.) ..... \$4800 00                  Renewal of Governor's Subscription..... 8 00                  Donations to the funds of the Hospital..... 685 00                  From pay patients, in whole or in part of expenses..... 241 92                  From Steward of Hospital, expense of child's board..... 25 00                  From Medical Students, fees for Hospital practice..... 76 00</p>	<p>5785 92</p>	<p>Liabilities on 1st January, 1863, as follows:—                  Chairman's Note in Bank of Upper Canada, not then at maturity..... \$1000 00                  Amount received from Medical Students in 1862, for account of the Lectures on Clinical Medicine and Surgery, and since paid them..... 80 00                  Deduct Assets on hand 1st January, 1863, viz.:                  Cash in Bank Upper Canada at that time..... \$643 17                  Cash in hands of the Steward..... 31 86                  Purchase—Value, 1 Share Commercial Bank Stock 112 00</p>	<p>787 03</p>	<p>293 97</p>
<p><b>Liabilities:—</b>                  Received from Students on account Clinical Lecture Fund, and due to the Lecturers, viz.: on Surgery..... \$30 00                  Medicine..... 42 00</p>	<p>\$72 00</p>	<p>Balance, being amount of Liabilities over Assets, 1st January 1863:—                  Cost of Provisions for 1863..... \$1793 79                  Less produce of garden after deducting expenses..... \$44 51                  Do of live stock (cows and fowls), do ..... 87 95</p>	<p>132 46</p>	<p>1661 33</p>
<p><b>Accounts due to tradesmen for goods furnished but not yet paid for .....</b></p>	<p>\$319 55</p>	<p>Wages account..... \$1070 42                  Fuel..... 445 81                  House Expenses..... 352 55                  Furniture..... 120 58                  Groceries..... 813 62                  Printing..... 27 00                  Stationery..... 9 19                  Repairs..... 183 37                  Improvements..... 194 81                  Discount and Interest..... 116 39</p>	<p>Extra comforts for sick, viz.: Wine, Beer, Spirits and Fruit..... 85 10                  Interments..... 95 00                  Petty expenses..... 10 64</p>	<p>4030 75                  191 42</p>
<p><b>Balance per contra brought down viz.:</b>                  Cash in Bank of Upper Canada, 31st Dec., 1863..... \$49 08                  Cash in hands of Steward..... 30 34                  Purchase—Value, 1 Share Commercial Bank Stock..... 112 00</p>	<p>\$6177 47</p>	<p>Balance brought down being balance of Liabilities over Assets on 31st December, 1863.....</p>	<p>\$72 00                  319 55</p>	<p>\$6177 47</p>
<p><b>Balance carried down.....</b></p>	<p>\$391 55</p>	<p>Balance brought down.....</p>	<p>191 42                  200 13</p>	<p>391 55                  \$391 55</p>

T. KIRKPATRICK, Chairman.

(No. 10.)

GENERAL STATEMENT and RETURN of Baptisms, Marriages and Burials, in certain Districts in Lower Canada, for the year 1863.

(No. 11.)

STATEMENT of Law Fees collected by the several County Attorneys in Upper Canada, under Consolidated Statutes, Upper Canada, Cap. 20, (Acts 8 Vic., Cap. 13, and 13 & 14 Vic. Cap. 53.) for the year ending 31st December, 1863; together with the Salaries paid therefrom, for the year 1863, and the surplus fees deposited during the same period.

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

(No. 12.)

MISCELLANEOUS STATISTICS of CANADA, for the year 1863.

*[This document having been printed and distributed in pamphlet form, it is not re-printed for the Sessional Papers, in accordance with the recommendation of the Joint Committee on Printing.]*

(No. 13.)

RETURN to an Address of the Honorable the Legislative Assembly, dated 7th March, 1864, for "Statement of expenses connected with the Inspection of Volunteer force, by officers of Her Majesty's regular army, and other information concerning the same."

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE,  
15th March, 1864.

(No. 13.)

RETURN to an Address of the Honorable the Legislative Assembly, dated 7th March, 1864, for "Return shewing attendance of Volunteers at Drill, for last six months."

By command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE,  
15th March, 1864.

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

# RETURN

To an Address of the Legislative Assembly, dated 19th May, 1864, praying for a "Statement of Arms and Accoutrements furnished by the Imperial Authorities, for the use of the Militia and Volunteers of this Province.

By Command.

JOHN SIMPSON,  
Secretary.

PROVINCIAL SECRETARY'S OFFICE,  
Québec, 25th May, 1864.

## MILITIA DEPARTMENT.

ADJT. GENERAL'S OFFICE,  
Québec, 25th May, 1864.

SIR,—We have the honor to forward you herewith statement of the Arms and Accoutrements furnished by the Imperial Authorities for the use of the Militia and Volunteers of this Province, in accordance with the Resolution of the Legislative Assembly, dated 19th May, 1864.

We remain, Sir,

Your obedient servants,  
A. DESALABERRY, Lt.-Col.  
*D. A. G. M., L. C.*  
W. POWELL, Lt.-Col.,  
*D. A. G. M., U. C.*

The Honorable  
The PROVINCIAL SECRETARY,  
&c., &c., &c.,  
Québec.

STATEMENT of the Arms and Accoutrements at the disposal of the Government, furnished by the Imperial Authorities for the use of the Militia and Volunteers of the Province.

## MILITIA DEPARTMENT.

ADJUTANT'S GENERAL'S OFFICE,  
Québec, 25th May, 1864.

Denomination.....	Rifles.		* Sets of Accoutrements.
	Short Enfields.	Long Enfields.	
Total issued from Imperial Stores.....	993	19,238	20,231

\* The Accoutrements have been charged to the Provincial Government, and paid for by the latter.

THOS. WILY, Lt.-Col.,  
Supt. of Stores.

A. DESALABERRY, Lt.-Col.,  
*D. A. G. M., L. C.*  
W. POWELL, Lt.-Col.,  
*D. A. G. M., U. C.*

# REPORT

ON THE

## STATE OF THE MILITIA OF THE PROVINCE.

ADJUTANT GENERAL'S OFFICE,  
Quebec, 20th February, 1864.

The undersigned have the honor to forward to Your Excellency the accompanying Report relating to the Militia of the Province, embracing:—

- 1st. The action taken under the new law for the enrolment of the Militia.
- 2nd. Relating to the Schools for the Military Instruction of Officers of the Militia.
- 3rd. The Volunteer Militia; examination of Officers before competent Boards; distribution to the Volunteers of Prizes for proficiency, etc.
- 4th. Reviews, Target Practice and Rifle Matches, for the year 1863.

Together with the following Returns, viz:—

- 1st. List of the Drill Instructors employed in 1863.
- 2nd. Statement of Clothing issued in 1863.
- 3rd. Corps paid the Allowance instead of Clothing for 1862 and 1863.
- 4th. Form of Target Practice Return.
- 5th. Form of Requisition for Ammunition.

All of which is respectfully submitted for Your Excellency's consideration.

A. DESALABERRY, Lt.-Colonel,  
Dept. Adj. Genl., L. C.

W. POWELL, Lt.-Colonel,  
Dept. Adj. Genl., U. C.

His Excellency The Right Honorable  
The Governor General, &c., &c.,  
Quebec.

### REPORT.

Under the provisions of the Militia Law, passed during the last session of Parliament, the necessary steps have been taken for the organization, in 1864, of the battalions of Service Militia contemplated by the Legislature. An organization so differing in detail from the militia system in existence prior to the passing of that law, has necessitated a considerable amount of labor in the preparation of the machinery necessary for calling these battalions into existence. The enrolment of the names of persons liable to do militia service is now being taken in the several Regimental divisions by the officers specially charged to perform that duty by the Legislature, with a view to these rolls being in readiness for delivery to the boards to be organized under section 23, for the purpose of balloting from the names appearing on the 'Service Rolls,' or the 'Reserve Roll,' as the case may be, for the requisite number of men to form a Battalion or Battalions of the Regiment, as may be required by the Commander-in-Chief."

The Schools for the military instruction of all candidates for commissions in the Service Militia have been duly provided for, in connection with regiments of Her Majesty's forces stationed in the garrison towns of Quebec and Toronto. In November last, a copy of the following circular was addressed from this office to each of the Brigade-Majors and was afterwards made public, throughout the Province :—

## CIRCULAR.

"I am desired by His Excellency the Commander-in-Chief to acquaint you that, so soon as the necessary arrangements can be completed, the School of Instruction for candidates for commissions in the 'Service' Battalions of Militia authorized by section 52 of the Militia Act of last session, will be opened for the reception of such candidates under the following regulations :

"1. All officers under the age of 45 years, at present holding commissions in the 'Non-Service' (Sedentary) Militia, are eligible as candidates for commissions in the 'Service' Militia; but candidates are not confined to persons now holding such commissions.

"2. All candidates for commissions in the 'Service' Militia, will be required, before appointment, to obtain a certificate, as hereinafter mentioned, from one of the Commandants of the School of Instruction; and no person shall be appointed or promoted to the rank of Field Officer in the 'Service' Militia who shall not have obtained a 'First Class' certificate.

"3. A 'First Class' certificate shall be given to those candidates who shall have proved themselves, to the satisfaction of the Commandant of the School of Instruction, able to drill and handle a *Battalion* in the field, and who shall have acquired a competent acquaintance with the internal economy of a battalion.

"4. A 'Second Class' certificate shall be given to those candidates who shall have proved themselves able to command a company at battalion drill, and to drill a company at 'Company's drill.'

"5. No certificate of either class shall be given to any candidate who is not himself perfectly drilled as a private soldier.

"6. No candidate shall be permitted to remain at the school for a longer period than three calendar months from the date of his entry.

"7. The actual travelling expenses of all candidates in coming to, and returning to their homes from, the school shall be paid.

"8. All candidates on obtaining a 'Second Class' certificate, shall be paid the sum of fifty dollars, and on obtaining a 'First Class' certificate, the further sum of fifty dollars in addition.

"9. All candidates for commissions, while attending the school, shall be considered for all purposes of drill and discipline to be attached to the Regiment which shall constitute the School of Instruction; and it shall be competent to the Commander-in-Chief, on a representation from the Commandant, to dismiss any candidates from the school for misconduct or other sufficient cause.

"10. Candidates for commissions, while attending the school, shall not be members of the mess of the regiment which constitutes the school.

"11. Candidates for admission to the school will require to make written application to the Brigade Major of the division, accompanying such letter with certificates from Clergymen or Magistrates in the locality where he lives, that the applicant is of correct habits and respectable character, and further, with satisfactory evidence that he is a British subject either by birth or naturalization.

"I am desired to request that you will make known these regulations to the officers of the 'Non-Service' (Sedentary) Militia and others within your district, who may be desirous to become candidates for commissions in the 'Service' Militia, and to return to me a list of such candidates as may offer themselves to you, in order that their names may be submitted to His Excellency for selection, to attend the School of Instruction.

"You will particularly draw the attention of the candidates to the fact that no fixed period of attendance at the School of Instruction is required in order to enable candidates to qualify for either class of certificate.

"What is insisted upon is *knowledge*, however acquired, of the drill and economy of a company for a 'Second Class,'—of that of a battalion for a 'First Class' certificate.

"If candidates shall have acquired, before they come to the School of Instruction a knowledge of company's drill, they may be able in a very short time, after their entrance at the school, to entitle themselves to a 'Second Class' certificate, with the attendant gratuity of fifty dollars, and may then devote the larger portion of their time at the school to the acquisition of the knowledge necessary, in order to obtain a 'First Class' certificate, with the further additional gratuity of fifty dollars, and eligibility for the rank of Field Officer in the 'Service' Militia.

"His Excellency trusts that candidates for commissions will avail themselves, before they shall be summoned to attend the School of Instruction, of the opportunities of perfecting themselves in company's drill, which are afforded by the Drill Association and Drill Instructors through the Province, and thus enable themselves and the public service to reap the largest possible amount of benefit from the institution of the schools of instruction.

"The period of three months is fixed as the limit beyond which no candidate shall be allowed to remain at the school, because the length of time is sufficient, in the opinion of competent authorities, to enable a person of average ability to acquire the amount of knowledge demanded."

Since the above Circular has been made public, the names of four hundred and sixty applicants from both sections of the Province for permission to attend the schools have been transmitted to this office by the several Brigade-Majors, and from the applications so transmitted a selection of names has been made, under the direction of His Excellency the Commander-in-Chief, with a view to the candidates thus selected being admitted to the schools, at their first opening, which it has been arranged shall take place in each section on the first day of March next.

#### VOLUNTEER MILITIA.

The corps of Volunteers, as to numbers, remain as reported in 1863, viz. :

Lower Canada.....	10,230
Upper Canada.....	14,780
Total .....	25,010

These, under the instructions received from the Drill Sergeants detailed for this purpose, have made considerable progress in drill and in acquiring a knowledge of the use of the rifle.

Formed, as the force is to a large extent, from a floating population, the number of men who come under drill, from time to time, is considerably beyond that number. As compared with England, having a large and dense population and 160,000 volunteers, Canada, with a scattered population of 2,500,000, and embracing a much larger extent of country, has organized 25,000 volunteers. This fact, with the constant accumulation of experience in England, as well as in this country, tends to the conclusion that efficiency on the part of of the volunteers, rather than numbers, ought to be sought after. Having this object in view, it has been aimed at to encourage the development of the movement, sustaining it from time to time with aid granted by the Legislature, in the shape of money and clothing, and providing means adequate for the instruction and proper discipline of the force. The experience of the past twelve months points to a necessity for the establishment of a basis, having a view to permanence, and as a stepping-stone as it were in that direction the qualification of both officers and men are to be tested, before the force is permitted to assume proportions, by the accession of new corps, beyond their capacity to maintain efficiency. Much credit is due to the volunteers now organized, for the steady, persevering determination with which they have worked up to their present position of efficiency in drill and discipline.

#### OFFICERS OF VOLUNTEERS.

In order to carry into effect the provisions of the Volunteer Militia Law, relating to



the appointment and promotion of Officers of Volunteers, a General Order, of which the following is a copy, was made public in November last :—

No. 1.—In future no person shall be appointed or promoted to the rank of Field Officer of Volunteers until he shall have satisfied the Board of Examiners, to be appointed by His Excellency the Commander-in-chief, under the provisions of section 37 of the Volunteer Militia Act of last session of Parliament, of his competence to command a battalion at battalion drill in the field, and shall have obtained from such Board of Examiners a certificate to that effect.

No. 2.—No person shall be appointed or promoted to the rank of Captain, Lieutenant, or Ensign of Volunteers, until he shall have satisfied the Board of Examiners that he is able to command a company at battalion drill, and to drill a company at company's drill, and shall have received from the Board of Examiners a certificate to that effect.

Under the conditions laid down in this order, a considerable number of applications have been received from candidates desiring to be examined, prior to their appointment or promotion in the Volunteer Force of the Province.

#### BOARDS OF MILITARY OFFICERS.

With a view to the obtaining of correct information regarding the qualifications and fitness to command of officers of volunteers, appointed prior to the passing of the new law, an opportunity has been extended to all such officers to present themselves before a Board of Military Officers in order that their proficiency in drill and discipline might be tested. The General Order promulgated on this head, in December last, was worded as follows :—

No. 1.—1. The Lt.-General Commanding Her Majesty's Forces in British North America, has, at the request of His Excellency the Commander-in-Chief, appointed a Board of Military Officers in each of the Garrison Towns of Quebec, Montreal, Kingston, Hamilton, Toronto, and London, for the examination of such officers of the Volunteer Force throughout the Province as may desire to have their proficiency in drill and discipline tested and certified by such boards.

2. The certificates which the boards will be authorized to give will be of two classes :

Class I. For such officers as shall have proved to the Board their ability to handle a battalion at battalion drill.

Class II. For such officers as shall have proved to the Board their ability to drill a company at company's drill and to command a company at battalion drill.

3. The actual expenses of all officers who shall succeed in obtaining a certificate of either class, in proceeding from their homes to the place of examination and returning, will be paid.

4. Volunteer officers desirous of having their competency tested and certified by such boards, will send in their names, with as little delay as possible, to the office of the Adjutant-General, and will receive from that office a notification of the time and place of examination.

Promptly responding thereto, the names of some seventy officers of volunteers were furnished to this office, and on the 9th February, an assembling of the board was arranged for in each of the cities named. Before these boards the several candidates presented themselves, and with two or three exceptions, passed creditable examinations, and obtained a certificate in accordance with the several qualifications.

#### INSPECTIONS.

Having reference to section 25 of the Volunteer Militia Act, which provides for the inspection of the several corps of volunteers, and the clothing, arms, accoutrements and armories by such officers of Her Majesty's service as may be appointed for that duty, the Commander-in-Chief was pleased to sanction, in the month of December last, the appointment of the following officers :

City of Montreal : Col. Stephenson, Scot's Fusilier Guards,

District of Montreal : Major Smyth, Royal Artillery.

“ Quebec : Colonel Ingall, C. B., 62nd Regiment,

“ Kingston : Lieutenant-Colonel Earle, Grenadier Guards,

“ Toronto : Lieutenant-Colonel Mountain, Royal Artillery,

“ London : Lieutenant-Colonel Grant, Royal Canadian Rifles.

“ Hamilton : Lieutenant-Colonel Hoste, C.B. Royal Artillery.

The different inspections were commenced in the several districts on the 13th January and are now nearly complete.

#### PRIZES.

Under section sixteen of the Volunteer Militia Act, provision being made for the appropriation of a sum of money to be competed for by corps of volunteers for proficiency in drill and discipline, the Commander-in-Chief was pleased to cause the following order to be promulgated:—

With reference to the 16th section of "An Act respecting the Volunteer Militia," His Excellency the Commander-in-Chief is pleased to order the following regulations as those which will be adopted in the distribution of prizes or sums of money to be competed for by corps of volunteers for proficiency in drill and discipline, as contemplated by the first sub-section of the section above-mentioned.

1. Prizes or sums of money will be awarded for competition of the several companies of the volunteers, embracing each arm of the service, in each of the Inspection Districts mentioned in the Militia General Order of 31st December, 1863, as follows:—

City of Montreal	-	-	-	-	-	-	\$300
District of Montreal	-	-	-	-	-	-	300
Do of Quebec	-	-	-	-	-	-	300
Do of Kingston	-	-	-	-	-	-	300
Do of Toronto	-	-	-	-	-	-	300
Do of London	-	-	-	-	-	-	300
Do of Hamilton	-	-	-	-	-	-	300

And the same will be apportioned in each of the above Inspection Divisions as follows:

To the Company adjudged to be first	-	-	-	-	-	\$100
Do do second	-	-	-	-	-	80
Do do third	-	-	-	-	-	70
Do do fourth	-	-	-	-	-	50

2. The proficiency in drill and discipline will be decided upon the report of the officer of Her Majesty's service for each such Inspection Division, appointed by Militia General Order of 31st December, 1863, under the 25th Section of the Volunteer Militia Act, and will under that head embrace both the proficiency in drill of the company and the state and condition in which the clothing, arms and accoutrements of the company are kept.

3. No prize or sum of money will be awarded unless at least ten companies existing in the same inspection division compete for the same, and no company will be considered as competing for any such prize or sum of money, unless at the inspection the same be of the strength of forty-three privates.

#### EFFICIENT BATTALIONS.

Section sixteen of the Volunteer Militia Law provides for the payment to the commanding officer of each volunteer battalion, which may be deemed efficient, a sum of money for the general uses and purposes of each battalion. Under the provisions of which section the following order has been issued:—

With reference to the second sub-section of the 16th section of the Volunteer Militia Law, his Excellency the Commander-in-Chief is pleased to order and declare the following regulations, as defining what is requisite in the year 1864, to entitle a volunteer battalion to be deemed an "Efficient Volunteer Battalion."

1. Each company of the battalion shall have had at least 24 company drills of the duration of 1½ hours each, within the period of one year preceding the inspection of the battalion by an officer of Her Majesty's service, and the minimum strength at each such company drill shall have been forty men, and two company officers shall have been present at each such company drill.

2. Each battalion shall have had six drills in battalion of the duration of 1½ hours each, within the period of one year preceding the battalion inspection, and the minimum strength of each company, at each such battalion drill, shall have been forty men, and at least two company officers shall have attended each such battalion drill with each company: and a regimental field officer shall have been in command at each such battalion drill.

3. The course of drill and instruction through which each arm of the service shall, so far as is possible, pass, in such company or battalion drill, will be as follows:—

*For Cavalry.*

Cavalry sword exercise, and dismounted and mounted troop and squadron drill, as laid down in the Cavalry regulations.

*For Artillery.*

Squad and company drill, including the manual and platoon exercises and gun drill; and to corps armed with the short rifle (in lieu of carbine), such musketry drill and target practice as may be hereafter laid down and prescribed by any Volunteer Militia General Order of His Excellency the Commander in Chief.

*For Infantry and Rifles.*

Squad and company drill, including the manual and platoon and bayonet exercises, and skirmishing as a company, and battalion drill and light infantry drill, as laid down in the *Field Exercises of Infantry*, and such musketry drill and target practice as may be hereafter laid down and prescribed by any Volunteer Militia General Order of His Excellency the Commander-in-Chief.

4. The course of drill and instruction, required of each arm of the service by paragraphs 1 and 2 of this Order, will be certified according to forms which will be supplied from the office of the Adjutant General of Militia:—the forms as to the company drill being certified and signed by the captain or officer in command of the company, and those as to battalion drill being certified and signed by the officer commanding the battalion.

5. The degree of proficiency in drill and instruction, and the state and condition of the clothing, arms, accoutrements and equipment in the possession of the battalion, will be decided on the report of the officer of Her Majesty's service, from time to time, to be appointed under the 25th section of the Volunteer Militia Act, and the proficiency in target practice will be decided upon a compliance with such regulations and forms of returns as may be hereafter established by General Order.

6. Any sum of money which His Excellency may order to be paid over to the commanding officer of a volunteer battalion, deemed efficient in the year 1864, will be so paid over after the annual inspection of officers of Her Majesty's service.

7. A careful compliance with the provisions of the preceding paragraphs is required, as furnishing proof or evidence of an "Efficient Volunteer Battalion" upon which His Excellency may decide as to the appropriation of any money, under the authority of the second sub-section of the sixteenth section of the Volunteer Militia Law.

8. For the purposes of this General Order, a squadron of cavalry composed of two troops will be deemed a volunteer battalion, and a field battery of artillery will, in like manner, be deemed a battalion.

DRILL INSTRUCTORS.

Appended hereto will be found a list of the drill instructors which were employed during the year 1863 in drilling the several corps of volunteers and drill associations, composed of officers of the militia in the Province. (Appendix No 1.)

BLANK AMMUNITION.

In order to provide the necessary number of rounds of blank cartridges for distribution to the several corps of volunteers for use in 1864, an order has been given to the Hamilton Powder Company for the manufacture of 400,000 rounds, at the same cost to the Province as has been charged by the Imperial Government for the supply required in former years.

OFFICERS' OUTFITS.

In order to secure uniformity in the equipment of officers of the volunteer force, this department was authorized to procure a supply of outfits, for sale to officers of the militia, at cost. Under this arrangement articles were ordered from England,

costing	£6,847 10 2
Add for transport, insurance, &c.	258 13 6

£7,106 9 8

which amount was reduced to £5,906 12s. 8d. by the loss of seven packages, value £1,200, insured and shipped at Liverpool, on board of the steam ship "Norwegian."

Upon the receipt of these outfits in Canada, the following regulations for their issue were adopted:—"A sum equal to ten per cent. upon the value of each outfit will be added to cover departmental expenses, cost of boxes, and inland transport. Officers desiring outfits are required to deposit in the Bank of Upper Canada, to the credit of the Receiver General, the sum necessary to cover the value, and to transmit to the department a certificate of the deposit, with their requisition for the articles, upon receipt whereof, the store-keeper will be directed to forward the outfits by express." Under these regulations, there was received from officers, up to the close of the year, deposit receipts to the value of \$18,867.12 as payment for the different articles of outfit ordered by them.

#### CLOTHING.

During the year, 20,000 uniforms, complete, were procured and delivered into the Provincial stores at Quebec. Of these, the trowsers were procured in this country, and the tunics, shakos, &c., were imported from England. The total cost of each suit of infantry uniform thus procured, including scarlet tunic, stitched shako and oil cover chevrons, brass button-stick, and trowsers, complete is \$9.55, and for rifles, \$9.67. The distribution to the newly organized corps of volunteers commenced on the 23rd May, and was continued until all these corps were supplied, as detailed in the statement annexed. (Appendix No. 2.)

#### CORPS UNIFORMED AT THEIR OWN EXPENSE.

One hundred and fourteen corps in this class have been paid \$6 per man, as an allowance in lieu of clothing, for 1862 and 1863, amounting in all to the sum of \$33,931.20. (Appendix No. 3.)

#### REVIEWS

Have been numerous during the year, and the reports thereof communicated to the Department, by the Brigade Majors concerned, have been of the most gratifying and satisfactory character. At these reviews, corps widely scattered over large areas of country, have been concentrated in some central, or otherwise convenient locality, and, as at Quebec, Brantford and Toronto, have been brigaded with H. M.'s troops, and placed under the command of distinguished officers of the regular army, who have spoken of the conduct and appearance of the Volunteers whom they have thus commanded, in terms of approbation and praise. These reviews, to which may be justly allied the one at Picton as the forerunner of all the others, and other minor assemblages to be adverted to hereafter, are valuable as tests of the efficiency of the Volunteers thus assembled, and as affording practical illustration of the results of the instruction imparted to them. The prospective advantages likely to accrue from corps thus coming in contact for the first time, and acting together in large bodies, can hardly be over-estimated. Deficiencies were brought to light and made apparent. Excellence and efficiency could be noted and commented on, and a wholesome rivalry established, of inestimable advantage to the *morale* and future well-being of the force. The direct advantages of such assemblages are also great. Corps isolated and far apart, a large majority for the first time brought together, were enabled to act in unison, and to take part in the more complex manœuvres of the battalion and the brigade to which the company drills they had hitherto been restricted to, were but fundamental and introductory. The zeal and spirit of both officers and men who participated therein is beyond all praise. The average distance travelled by the corps, who took part in the Brantford and Toronto reviews, was fifty miles, and when it is borne in mind that this was done at their own cost, and at a great sacrifice of time cheerfully rendered, it affords unmistakable proof, if such was needed, of the sterling loyalty and patriotism of the people.

#### Picton.

On the 20th July, the first review of the year, inaugurated and organized by Lieut.-Col. Shaw, Brigade Major of the 3rd Military District, took place here; Colonel Burrows, R. A., Commandant of the Kingston Garrison, acting as reviewing officer. Lieut.-Col. Lowry, 47th Regt., and other regular officers being also present. The Volunteers assembled were two troops of Cavalry from Kingston and Loughborough; the Volunteer

Field Battery, Kingston; 14th battalion Volunteer Rifles, six cos., Kingston; 15th battalion Volunteer Infantry, six cos., Belleville; 16th battalion Volunteer Infantry, six cos., Picton; four cos. of Volunteer Infantry from Rednersville, Ameliasburg, and Napanee; two cos. Volunteer Rifles from Storrington,—the whole forming an aggregate strength of 1293 men of all arms. These, under the respective commands of Lieut-Colonels Shaw, Ponton, and Ross, M.P.P., were put through the various evolutions of a brigade field day. This lasted for three hours, under a continuous downfall of rain, which somewhat marred, but did not interrupt the proceedings. At the close of the review, Colonel Burrowes complimented the force assembled for the creditable manner in which the various movements had been performed. The interest taken in the day's proceedings was great, some 6 or 7,000 persons from the surrounding country being present on the ground to witness them. The Picton people entertained the Volunteers, and Messrs. Calvin and Breck, O.S. Gildersleeve, J. S. McQuaig, and Capt. Smith, conveyed them to and fro gratuitously in their steamboats. Some of the companies travelled distances of a hundred miles or upwards, to take part in the review.

*Quebec.*

On the 2d September the Volunteers at Quebec and Point Levi were brigaded on the Plains of Abraham, in conjunction with the 1st battalion 17th, and 62nd regiments—Major General Lindsay the reviewing officer. The Volunteers who mustered on this occasion were: the two troops of Cavalry, 53; garrison battery Volunteer Artillery, 25; 7th battalion Volunteer Rifles, 104; 8th battalion Volunteer Rifles, including civil service Rifle company, 212; 9th battalion Volunteer Rifles, 101; the Volunteer Engineer company and 17th battalion Volunteer Infantry, Point Levi, about 150; total, 710 of all arms. The Volunteer Brigade under the command of Colonel Sewell, consisting of the 8th battalion, Lieut. Col. Reeve; 7th and 9th battalions consolidated into one, Major Panet, and the 17th battalion, Lieut. Col. Blanchet, M.P.P., took part with the regular troops in all the various evolutions of a brigade field day.

*Brantford.*

On the following day, 3rd September, occurred the review here. The Volunteers under the command of Major Bowles, 63rd regiment, being brigaded with the Armstrong Field Battery, R.A., Lieut. Smith, and P. C. O. Rifle Brigade, Lieut.-Col. Lord A. Russell, brought up from Hamilton for the occasion,—Major-General Napier, C.B., reviewing officer. The Volunteer Corps that took part in this review were the troops of Volunteer Cavalry from London, St. Thomas and Brantford; the Volunteer Field Battery, Hamilton; the Volunteer Garrison Battery, Goderich; the Infantry companies from London, St. Johns, Windsor, Drumbo, Seaforth, Clifton, Ingersoll, Thamesford, Chatham, Mount Pleasant, Hamilton, 13th battalion, six companies; Georgetown, Dundas, Beamsville, Harrietsville, Stratford, Wardsville, and the Rifle companies from London, Komoka, St. Thomas, Delaware, Woods oak, Beachville, Brantford, Paris, York, Caledonia, Galt, Dundas, Waterford, Elora, Oakville, Guelph, Cayuga, Stratford, and Goderich; making a total of fifty corps. 98 officers, and 2,919 men of all arms. These were formed into three battalions, placed under the respective commands of Captain Lord Edward Clinton, P. C. O. Rifle Brigade, and Brigade Majors Light and Villiers, and then manœuvred in brigade with the regular troops. At its conclusion the Major General commanding thanked the Volunteers for "the creditable display they had made, and stated that he would have much pleasure in communicating to His Excellency the Commander-in-Chief the satisfactory and pleasing character of the day's proceedings." The local papers stated that 15,000 spectators witnessed the display, a concourse that was largely contributed to by the wise liberality of the different railway authorities, who conveyed Volunteers and others to and fro, at greatly reduced rates. The Brantford people had also made liberal arrangements to dine the Volunteers who had assembled; covers for 2500 persons having been prepared in the exhibition building. All the corps who met at Brantford, excepting the two companies at that place, had to travel distances varying from a maximum of 164 miles (the company from Windsor), to a minimum distance of five (the company from Mount Pleasant), or an average distance of 50 miles per company. The strongest companies on the ground were the 1st Infantry company, Chatham, Capt. Smith, three officers and 52 men; the Infantry company, Dundas, Capt. Crossland,

three officers and 50 men; and the Rifle company, Woodstock, Capt. Richardson, three officers and 50 men. The Goderich Battery Volunteer Artillery, which had travelled 84 miles to the review, was much commended for its soldierly appearance, and steadiness under arms.

*Toronto.*

On the 8th October, the review here took place. At this a greater number of corps, and larger aggregate strength of officers and men, came together, than had yet assembled during the year. The corps thus congregated were the troops of Cavalry from Cobourg, York, Markham, and St. Catharines; the Volunteer Field Battery, Toronto; the Garrison Batteries Volunteer Artillery from St. Catharines and Goderich; the Naval company, Toronto. *Infantry.*—Toronto 10th battalion, eight companies; Belleville, Ashburnham, Peterborough, Cobourg, Campbellford, Millbrook, Port Hope, King, Albion, Lloydstown, Aurora, Barrie, Brampton, Alton, Bradford, Oshawa, Whitby, Uxbridge, Prince Albert, Owen Sound, Morriston, Orangeville, Georgetown, Stewartstown, Norval, Dundas, Thorold, Louth, Beamsville, Grimsby, and Ingersoll. *Rifles.*—Toronto 2nd battalion, 10 companies; Peterborough, Lindsay, Bowmanville, Port Hope, Cobourg, Barrie, Cookstown, Brampton, Collingwood, Oshawa, Whirby, Brooklin, Elora, Scarborough, Columbus, Southampton, Dundas, Oakville, North Oxford, and Brampton. Making a total of 81 companies, 211 officers, and 2,888 men of all arms, with 132 horses. The Cavalry being placed under the command of Lieut.-Colonel Boulton, the Infantry were formed into two brigades under the respective commands of Lieut.-Colonel Peacocke, 16th Regiment, and Colonel Denison, Commandant Volunteers, Toronto, and were manoeuvred in conjunction with the regular garrison, the whole under the command of Major General Lindsay. After the usual evolutions of a brigade field day, which were executed in the presence of an immense concourse of spectators, the officers commanding corps were called to the front by the reviewing general, who expressed to them his pleasure at what he had witnessed, complimenting those corps which had drilled in battalion, and made the most of the opportunity, while he made the proper allowances for such as had not had that advantage. Many of the country companies received great praise for their soldierly bearing and appearance, more particularly the Volunteer Garrison Battery from Goderich, which, as at Brantford, was much noted, and made the subject of a special and complimentary report from Brigade Major Denison. The companies strongest on the ground were the 2nd Infantry company, Cobourg, Captain Elliott, three officers and 54 men; and the Oshawa Infantry company, Major Fairbanks, three officers and 53 men. The average distance travelled per company was 50 miles, the maximum 175 miles by the Rifle company from Southampton, the minimum distance five miles by the 2nd troop York Cavalry. Arrangements had been made by the committee of management with the different railway companies for the transport of Volunteers at reduced rates, and the expenses attending the review, including the entertainment of the different corps, were provided for by a liberal subscription of \$1,805.58, from the citizens of Toronto.

In addition to the foregoing, which, from the numbers brought together, the distances travelled, the extensive organisation required, and the amalgamation of the Volunteers with Her Majesty's regular forces, under the command of officers of distinction, must be considered as the most important assemblages of the force for general purposes, many on a minor scale for battalion drill have taken place during the past year, under the auspices of the Brigade Majors of the respective districts, and reflect great credit of all concerned, for the zeal shown, and the efforts made to obtain that knowledge in drill and discipline, from which they were otherwise debarred by their isolated position as independent companies.

In the 6th Military District, Lower Canada, Brigade Major Fletcher organized meetings for battalion purposes at Waterloo, on the 15th August, where six companies assembled, having an aggregate strength of 20 officers and 235 men; at Hemmingford, 22nd September; Huntingdon, 24th September; and at St. Johns, 26th September, at which places assembled an aggregate force of 22 companies, and 791 officers and men. These were formed into battalions and drilled as such in a most satisfactory manner.

In the 5th M.D., U. C., Brigade Major Dennis had 11 battalion parades at Barrie, on the 29th September, and at Aurora and Whitby on the 2nd and 3rd October, at which twelve different companies met and were drilled in battalion. Aggregate strength not reported.

In the 6th M. D., U. C., Brigade Major Barretto had battalion parades at Goderich, 21st September; Guilph, 24th September; and at Owen Sound on the 28th September. At these were assembled an aggregate of 21 companies and 703 officers and men. The proceedings, as reported, were most satisfactory.

In the 7th M. D., U. C., Brigade Major Light had a battalion parade at Woodstock, on the 3rd December, at which six companies met. Aggregate strength not given.

In the 9th M. D., U. C., Brigade Major Moffat organised a meeting for battalion purposes at Amherstburg, on the 30th of September. In this ten companies took part, having an aggregate strength of 402 officers and men; all the companies, excepting the one at Amherstburg, having distances ranging from 10 to 90 miles to travel for the purpose. The inhabitants of Amherstburg provided for the sustenance of the Volunteers who assembled there, in the most liberal manner.

It is also known that many other similar meetings have taken place at other points, where companies adjoining each other have come together for the purpose of acquiring a knowledge of battalion movements. As these, however, have not been officially reported to the Department, they cannot be more particularly adverted to in this report of the year's proceedings; although the zeal that prompted these efforts, on the part of both officers and men, deserves commendation and encouragement.

#### TARGET PRACTICE

may be considered as the most important branch of the instruction of the Volunteer, and to it that attention has been directed which its importance merited. In 861, iron targets, with all the necessary appurtenances, were imported from England at a cost of \$1,500, and complete sets of these were distributed to the several principal stations at Quebec, Montreal, Ottawa, Kingston, Toronto, Hamilton and London. The reports of the past year's practice, although not as general as could have been desired, so as to enable the Department to arrive at the figure of merit of each corps, in a manner similar to that practised in the British army, are on the whole satisfactory, and shew progress of a very marked and gratifying character. The development in this branch, which has been considerable, may be justly attributed to the increased and systematic course of instruction imparted by the professional drill instructors, distributed so extensively throughout the country, and to the more constant supervision exercised by the different Brigade Majors in their respective districts. Owing to representations from the latter, made in the early part of the year, that in many instances the liberal allowance of sixty rounds per man per annum was altogether used by some few men in certain companies, who, by constant practice, monopolised exclusively to their own use what was intended for the benefit of all, measures were immediately taken to remedy the abuse complained of, by the distribution to each corps of blank forms for target practice (Appendix No. 4); so that in addition to the establishment of a check on the improper or wasteful use of the ammunition, some judgment of the merits of the respective corps in their practice might also be arrived at. The system thus inaugurated has already produced marked results, and the Department is now enabled, from the data supplied by those corps who have been particular in forwarding their returns, to afford some definite information on the subject. The following analysis of those received from either section of the Province, now for the first time made public, have a practical significance, as being the fruits of the large outlay authorized under this head.

From Lower Canada, 143 returns have been received—from corps at Nicolet, St. Joseph, St. Ours, St. Hyacinthe, Roxham, Rockburn, Franklin, Athelsoo, Huntingdon, Hemmingford, Beauharnois, Hinchinbrooke, Quebec, Teriebonne, St. Vincent de Paul, Lachute, St. Andrews, Como, St. Eustache, Aylmer, Buckingham, Suerbrooke, Danville, Waterloo, Granby and Philipsburg.

The maximum attendance at target practice at any one time was furnished by the Infantry company at Rockburn, Captain Blackwood. This company, on the 27th August, paraded for this purpose 50 men, who, with seven rounds per man, at distances of 300 and 400 yards, made an average number of points of 2.34 the highest score, seven points having been made by Private M. Mitchell; and by the Infantry company at Franklin, Captain Rogers, who, on the 15th July, paraded 47 men. Those, with 10 rounds per man, at distances of 100 and 200 yards, made the large average score of eight  $\frac{23}{27}$ . The highest score, 18 points, was made by Private Wm. Adams.

The minimum attendance is furnished by the 1st Rifle Company, Sherbrooke, Major Ibboson, who paraded only two men on the 29th September. These, with ten rounds each, at distances of 200 and 400 yards, made an average score of 12 points—Sergeant Auseli making the highest score of 13; and the Infantry company at Buckingham, Captain McNaughton, who paraded six men on the 20th September. These, with five rounds each, at a distance of 500 yards, made an average of five points—Sergeant Davis making the highest score of 12.

The best practice appears to have been made by the Infantry company at Aylmer, Captain Campbell, who, on the 21st August, with 21 men, 10 rounds per man, and at distances of 400 and 500 yards, made the very large average of  $14\frac{1}{2}$  points,—Corporal L. Morehead and Private Thibault making each the large score of 23; and the Infantry company at Terrebonne, No 5, of the 12th Batt. Vol. Rifles, Captain Auger, who, on the 13th September, also with 21 men, at distances of 150 and 200 yards, with 10 rounds per man, made an average score of nine  $\frac{7}{20}$  points—Ensign Chauvin making the highest score of 19.

From Upper Canada, 402 Target Practice Returns have been received from corps at:

Bell's Corners, Vankleek Hill, Hawkesbury Mills, Ottawa, A'monte, Carleton Place, Penkham, L'Orignal, Fitzroy, Perth, Hawkesbury East, Gananoque, Brockville, Burritt's Rapids, Cobourg, Lindsay, Campbellford, Peterborough, Ashburnham, Lakefield, Whitby, Brampton, King, Aurora, Alton, Barrie, Goderich, Paisley, Mount Forest, Orangeville, Durham, Kincardine, New Hamburg, Morriston, Stratford, York, Niagara, Cayuga, Dundas, Grimsby, Stewart's Town, Oakville, Georgetown, St. Anns. Beamsville, Caledonia, Hamilton, Ingersoll, North Oxford, Embro, Delaware, Drumbo, Simcoe, Beachville, St. John's, London, Woodstock, Harrietsville, Komoka, Brantford, North Ridge, Chatham, Amherstburg, Windsor, Leamington and Toronto.

The maximum attendance in this section of the Province, at any one time was that of No 5 Company, 20th Battalion Infantry, Grimsby, Captain Nelles. This company, on the 28th September, mustered for practice 49 men, who, with 10 rounds each, at distances of 200 and 400 yards, made an average score of  $9\frac{1}{2}$  points—Corporal S. Smith and Private W. Barnes making the highest score each of 13; and No. 8 Company, 19th Battalion Infantry, Peamsville, Captain Kerr; this company, mustering on the 1st August, 48 men, who, with 10 rounds each, at distances of 150 and 200 yards, made an average score of five  $\frac{2}{30}$ —Private Eli Esmond making the highest of 15.

The minimum attendance is shown to have been that of the Infantry company at Amherstburg, Captain Wilkinson, of which two men paraded on the 3rd November, and with five rounds each, at a distance of 150 yards, made an average score of four points—Private C. G. Forsier making the highest, six; and the 1st Rifle Company, Ottawa, Lieutenant Colonel Grant, this company parading four men on the 1st September, who, with five rounds each, at a distance of 600 yards, made an average of five points—Private Christie making the highest, six.

The best practice was made by the Volunteer Garrison Battery, Goderich Captain Ross, who, with 10 men each, on the 21st October, with 15 rounds per man, at distances of 150, two and 300 yards, made an average score of  $15\frac{7}{10}$  points—Captain Ross himself making the high score of 22; and by 10 men of No. 4 Company, 20th Battalion Infantry, Grimsby, Captain Randall, who, with 10 rounds per man, at distances of 300 and 400 yards, made an average of eight  $\frac{1}{2}$  points—Corporal House making the highest, 14.

The longest range in either section of the Province did not exceed 600 yards. As an instance of the deep root that target practice has now taken in the country, it is worthy of note, that in addition to the regulated government allowance expended as above, extra ball ammunition has been purchased by various corps last year to the amount of \$2,863 49. With a view to regulate and control the future issue of ammunition in a more satisfactory manner, it is intended that the annual allowance hitherto issued under the supervision of the late Inspecting Field Officers, shall hereafter be made direct from head-quarters. No new issues will in any case be approved of, until the expenditure of that of the previous season has been satisfactorily accounted for, and the balance on hand, if any, shown. With this end in view, has been prepared the form of return, Appendix (No. 5.)

As the natural sequence to the distribution to the Volunteers of so valuable a weapon



as the Enfield Rifle, and the supply of ammunition for its use, has been the desire to test the measure of skill and efficiency acquired, and hence have resulted the

RIFFLE MATCHES

which have sprung up so numerously, and so spontaneously, throughout the country during the past year, attaining so far their largest development. Not only have the large centres of wealth and population evinced a most laudable spirit in this respect, but the smaller towns and villages have likewise vied with them, to the extent of their means, to enable adjoining companies of Volunteers to meet and test their skill in friendly rivalry.

First in order, from the large amount that was subscribed, the many competitors that assembled at it from all parts of the Province, and the great interest centred thereon, was the great match in Montreal, which, commencing on the 16th September, did not terminate until the 26th of the same month. The success of this great affair was most complete. (*See* foot note for Official Report\*) Competitors, regulars, volunteers, militia, and civilians in great numbers flocked to it from all parts of the Province. The subscriptions by the Corporation, citizens of Montreal and others, amounted to

Corporation, citizens of Montreal and others, amounted to .....	\$2,943 21
Entrance fees.....	937 50
Total.....	\$3,880 71

The value of the prizes in cash, plate and medals, amounted to \$2,211 85, and the expenses attending the match reached the sum of \$1,950 00.

The competitors who entered the lists for the different prizes numbered 1257, these, expending 10,884 rounds of ammunition, made 17,639 hits and points, giving a mean average of 14.03. The ranges were from 200 to 800 yards. With regard to individual excellence particular mention is made of "the names of Lord Alexander Russell, P. C. O., Rifle Brigade; Lieut. McNabb, Volunteer Garrison Artillery, Ottawa; Lieut. Edwards, 10th Batt. Infantry, or 'Royals,' Toronto; Ensign Esdaille, Royal Light Infantry, Montreal, and Ensign Towner, of the Grenville Militia, all of whom may be noted as being amongst the best marksmen on the ground"—Lieut. Edwards carrying off the proudest trophy of the match, the Metropolitan Cup, and Lieut. McNabb making five consecutive bull's eyes at 400 yards distance. The assistance afforded by the military authorities was of the greatest value, and their kindness in furnishing day guards to keep the grounds, supplying markers, and other accessories towards ensuring success, was of the most marked character, and entitled them to the thanks and gratitude of the Volunteers generally.

A novel feature in this match was the prizes that were offered for Artillery practice,

\*(Copy.)

MILITARY DISTRICT No. 11, L. C.

BRIGADE MAJOR'S OFFICE,

MONTRÉAL, 29th Sept, 1863.

Sir,—I have the honor to report for the information of His Excellency the Commander-in-Chief, that the Rifle Tournament held in this district, terminated on Saturday, the 26th instant, having occupied ten days, and I am happy to be able to state, without the slightest accident taking place during its progress, the greatest possible caution having been exercised to prevent the possibility of such an occurrence. Every facility was afforded by the military authorities, by furnishing guards each day to keep the ground, and in addition to this, a field officer, a captain, and ten subalterns, were detailed daily from the volunteer force, the utmost order and regularity was, therefore, observed throughout this great rifle meeting. The riflemen from all parts of the country have expressed their entire satisfaction with the arrangements here, and the opportunity thus afforded in bringing together marksmen from both sections of the Province, thereby exciting a friendly rivalry, and which cannot fail in being productive of great benefit to the volunteer movement and popularize the use of the most formidable weapon of defence, and also stimulate improvement in rifle practice among all classes of the volunteer force.

The Rifle Tournament was opened under the auspices of His Excellency Lieutenant-General Sir Fenwick Williams, K. B., Commander of the Forces, who, in the absence of His Excellency the Commander-in-Chief, fired the first shot on the occasion. The distribution of the prizes to the successful competitors will take place on Monday, the 5th proximo, at the Crystal Palace, after which I shall have the honor of forwarding a report of the whole proceedings with Returns, &c., &c.

I remain, sir, &c., &c.

JOHN MACPHERSON,

Brig. de Major.

Lt.-Col. the Hon. A. de Salaberry,  
D. A. G. Militia, L. C., Quebec.

and which, although liberally thrown open to the competition of all the volunteer batteries in the country, were contested for by that of Montreal alone. It is to be regretted that this occasion was not taken advantage of for testing the comparative merits of the different corps of this branch of the service in this respect.

The presentation of the prizes to the winners was made publicly on the 5th October, at the Crystal Palace, under the patronage of Lieut. General Sir F. Williams, K.C.B., the Commander of the forces in B. N. America, and was an occasion of great display. Their Lordships the Anglican and Roman Catholic Bishops, His Worship the Mayor, and other persons of distinction, with a large concourse of citizens, assisting at the ceremony, and affording gratification to the recipients, by their presence and their acts.

#### *Toronto.*

On the 2nd, 3rd, and 4th of July, the Rifle Match of the 10th M. D. Rifle Association took place in that city. The expenses incurred, and met by subscription in the usual way, amounted to \$319.41. The value of the prizes distributed was \$485.40. The number of competitors was 109. The mean average of the match, from the want of sufficient data in the report could not be arrived at. The maximum average of 23½ was made at the 200 and 300 yards range, five rounds at each. The minimum was 11½ at that of 300 and 500 yards, five rounds at each. The ranges were from 200 to 700 yards. The individual shooting of Lieut. Shepherd, Sergeant Bennett and Privates Thom and Morrison, were particularly noteworthy—the two first making each 28 hits and points at the 200 and 300 yards range, five rounds at each; the two last named making 29 and 28 hits and points, respectively, at 200 and 400 yards, five rounds at each range.

Brigade-Major Denison, in closing his report on this match, states that in addition to it "there have been many other matches in this district between the various corps, and one between the Civil Service Company of Quebec and the Toronto University Company, which resulted in favor of the latter.

"I cannot conclude this report without referring to the pleasing fact that the men of this district have been most successful in carrying off their share of prizes competed for in Hamilton, Kingston and especially Montreal where they won at least two-thirds of all the prizes open to them, including the Montreal Merchants' Challenge Vase, value \$200, open to six men from each section of the Province; the Volunteer Battalion Prize, value \$100, open to three men from each battalion of the Province, was also brought to Toronto."

At Toronto also, on the 16th and 17th September, took place the Rifle Match of the 5th M. D. Rifle Association, at which ten prizes were offered for competition, of the value of \$324.25. The competitors numbered 177, who expended 2,970 rounds, making a mean average of 1.05 points per shot. The ranges were from 200 to 700 yards. The best shooting appears to have been made at the 500 and 700 ranges, at which 24 men, expending 240 rounds of ammunition, made an average of 7½ points hits not included. The best individual shooting was made by Cpt. J. Wright, 5th Battalion, Ontario; and Eusebio J. Ross—the former making 12 points at 400 yards, with five rounds; and the latter 14 with 10 rounds, at 400 and 700 yards. In company shooting the Oshawa Infantry company, Major Fairbanks, represented by two members, excelled—they making 19 points with five rounds each, at 200 yards. Brigade-Major Dennis states, in closing his report, that "the meeting was in every way a gratifying and successful one; although four of the prizes were open to the Province, the district competitors carried off the whole ten."

#### *Brockville.*

The match at this place commenced on the 14th and lasted until the 21st July. The prizes competed for were twelve, of the value of \$742. The amount of the subscriptions and entrance fees has not been given. The competitors were 943, who expending 5,109 rounds of ammunition, made a total of 7,846 hits and points, giving a mean average of 8.32. The ranges were from 200 to 650 yards. The highest average in the shortest range was 10.68 in the 10th match, and 9.33 in the longest ranges in the 11th match. Individual excellence in shooting has not been noted.

#### *Ottawa.*

The 1st M. D. Rifle Association commenced their annual match on 1st September, and

continued it for several days. The matches were twelve in number—the value of the prizes in medals and money was \$796 00; the amount of entrance fees not stated. The competitors numbered 769, who expended 4,255 rounds of ammunition; but as the general score has not been furnished, the mean average of the match cannot be arrived at. In the third match, at 400 yards, five rounds, seven hits and points were made each by Capt. G. L. S. Toronto; Lieut. Hollen, Merrickville; Quarter-Master Morrison, Naval Company Toronto, and private Booth, Ottawa Engineer Company. In the ninth match, for the Ladies' prize of \$135, open for competition to the Volunteer companies of Ottawa only, ten men from each, No. 1 Rifle Co., took it with a score of 104; distances, 400 and 700 yards, three rounds at each. In the eleventh match, at 300, 500, and 800 yards, three rounds at each, the first prize was taken by Gunner Matthews, Ottawa Field Battery with a score of 24.

A prize of \$20 presented by T. Mackay, Esq., of Rideau Hall, was awarded to Quarter-master Morrison of the Toronto Naval Company, for having made the highest aggregate score during the match.

*Quebec.*

The rifle match here took place at the Island of Orleans, on the 6th September, and was continued for six days—the military authorities having kindly given up, at some inconvenience to themselves, their ranges, targets, markers, &c., for the use of the committee. This match was entirely successful; although the competitors were limited almost exclusively to the district and city of Quebec, those at a distance, no doubt, holding themselves back for the approaching great match at Montreal. The subscriptions from the members of the Legislature, then in session, the Merchants, Citizens and Volunteers of Quebec, amounted to .....

Entrance fees.....	\$1,066 45
	264 00
	\$1,330 45

The value of the prizes in plate, medals and money amounted to \$763. The competitors numbered 955, who, expending 5,128 rounds of ammunition, made 6,603 hits and points, giving a mean average of 6.91. The ranges were from 150 to 800 yards.

The shooting of the Volunteers compared very favorably with that of the regulars, of whom a large number competed, and against these they honorably held their ground, carrying off a fair portion of their prizes. The individual shooting of Privates A. L. Russell, Civil Service Rifle Company; G. B. Parkin and A. Shrappell, 1st Company, 8th Battalion, or "Victorias;" of James Day, 2nd Company, 8th Batt. Rifles; Sergeant J. Ferguson No. 3 Battery, Volunteer Garrison Artillery; and of Messrs R. Cassels, Rifle Club, and G. Lampson, Drill Association, is worthy of particular mention. Color Sergeant Johnstone, of the 62nd Regiment, had the honor of carrying off the gold medal of the committee, or "Champion Prize," closely pushed by Mr. R. Cassels, who lost it by one point only.

The distribution of the prizes was made publicly, in the Riding School, which was handsomely prepared by the committee, to give it due *éclat*. The Minister of Militia, the Commandant of the Garrison, and other persons of note and distinction, with a numerous concourse of citizens being present to do honor to the winners and stimulate them to further excellence.

*Hamilton.*

The rifle match of the 7th M. D. Rifle Association commenced at Grimby on the 13th of October, and was continued for four days. Here, as at Montreal and Quebec, the association make grateful acknowledgments for the services rendered by the military authorities, through Lord A. Russell, P. C. O. Rifle Brigade, the commandant at Hamilton. "Every assistance asked for was cheerfully rendered." The subscriptions and entrance fees amounted to \$1,417.65; the disbursements were \$1,395.38. The money prizes distributed to twelve winners amounted to \$677, exclusive of the value of the pools. The value of the plate given in prizes was \$650; that of the medals, one of gold and one of silver, is not given. The number of entries was 524 but as the neat little pamphlet published by the Council, over the signature of its president, Lieut.-Col. Booker, does not give the number of competitors, the amount of ammunition expended, nor the total of the hits and points made, the mean average of the match cannot be arrived at. The Volunteer

Challenge Cup was carried off by the Oakville Volunteer Rifle Company, Lieut.-Col. Chisholm. The Hamilton Merchants' Prize was won by Sergeant J. Wilson, No. 1 Company, 20th Battalion, St. Catharines; and the President's Gold Medal, or "Champion Prize," was won by Private John Roe, No. 4 Company, 13th Battalion, Hamilton. The presentation of the prizes was made publicly, in the hall of the Mechanics' Institute, Hamilton, on the 13th November, "in the presence of nearly 1,000 spectators, admitted to the hall by invitation tickets."

*Franklin Company, of Huntington, L. C.*

On the 28th and 29th October a match took place here, at which were assembled 229 competitors, from twelve different companies in the 6th M.D. The subscriptions amounted to \$190; the value of the prizes was \$130. The mean average of this match could not be arrived at from want of the proper data. The individual firing of Lieut. Johnston, who made 27 points; of Corporal Gorham and Private Waddell, each 26 points; of Captain Lucas and Sergeant Brown, each 25 points; and Private Gervey, 23 points: at the 200 and 400 yards ranges, five rounds at each, is particularly noted. A pleasing incident of this match was the hospitality shown by the farmers of this vicinity, who, as reported by Brigade-Major Fletcher, "came forward in a very liberal manner and offered to billet all those who came from a distance, in the event of the match lasting more than one day. One hundred and fifty were thus billeted."

*Sherbrooke, L. C.*

The rifle match of the 10th Military District Rifle Association, was held here on the 8th, 9th, 10th and 12th October. The amount subscribed, including entrance fees, was \$648.03. The value of the prizes amounted to \$415.50; the expenses incurred were \$255.55. The matches were nine, at which there were 390 competitors, who, expending 1,970 rounds of ammunition, made 2,799 hits and points, giving a mean average of 7.10. Brigade Major King, in his report, praises Captain Hanning, Danville Rifle Company, and Captain Reynolds, Waterloo Infantry Company, "for their perseverance in carrying out my directions relative to their target practice, the result of which showed favorably at the rifle match, by their carrying off the whole of the first class prizes excepting one, as well as several of the others."

A rifle match on a large scale, and lasting over several days, has also taken place at Kingston, in September; but no official report of this has been received to enable the Department to give a synopsis for comparison and general information.

COMPANY MATCHES

have taken place at Lyn, in the County of Leeds, on the 20th August. Four matches at distances of from 200 to 500 yards; value of the prizes, \$136; competitors 119, who, expending 707 rounds of ammunition, made a score of 594, or a mean average of hits and points of 4.99.

At Merrickville, County of Grenville, on the 25th and 26th August—five matches, at distances of from 200 to 500 yards; value of the prizes \$146; competitors 488, who, expending 2,333 rounds of ammunition, made a score of 1,910, or a mean average of 3.91.

On the 26th September the Volunteer Rifle Co. at Pakenham, County of Lanark, had a match at which three prizes of the aggregate value of \$45, given by the officers of the company, were competed for. 30 entries, at six distances from 160 up to 600 yards, 26 rounds per man. The first prize was won by Corporal Buileigh, with a score of 40.

At Grimsby, County of Lincoln, 27th September, between four companies of the 20th battalion infantry, Lieut.-Col. McGiverin, M.P.P., viz.: No. 1 Company, St. Catharines, Captain McDonald; No. 3 Company, Thorold, Captain Baxter; No. 4 Company, Grimsby, Captain Randall; and No. 6 Company, Port Dalhousie, Captain Clarke, which resulted as follows: Private Sibley, No. 1 Company, the first prize, \$36, with 28 points; A. Randall, No. 4 Company, the second prize, \$30, with 26 points; S. Bradley, No. 3 Company, the third prize, \$25, with 25 points; and G. Clarke, No. 6 Company, the fourth prize, \$20, with 25 points. Ranges, 200 and 400 yards, five rounds at each. Average, 25½.

At Morrisburg, County of Dundas, on the 2nd and 3rd October—five matches, at

distances of from 200 to 600 yards; value of the prizes, \$98; competitors, 120, who, extending 1,102 rounds of ammunition, made a score of 2,022, or a mean average of 16.85.

At Brockville, in the County of Leeds, on the 14th October—two matches, at 200 and 400 yards distance; value of the prizes, \$26; competitors, 34, who, expending 340 rounds of ammunition, made a score of 574, or a mean average of 16.88.

At Farmersville, County of Leeds, on the 22nd October—five matches, at distances of from 200 to 600 yards; value of the prizes, \$164; competitors, 170, who, expending 864 rounds of ammunition, made a score of 703, or a mean average of 4.13.

At Cayuga, on the 9th, 10th, 11th and 12th of November, between the four companies of the County of Halimand, from Caledonia, York, Dunville and Cayuga. The matches were ten in number; value of the prizes, \$100; the competitors 215, who expended 1,535 rounds of ammunition; but, as no general score of the match has been furnished, the mean average could not be arrived at. The most interesting match appears to have been that in which the different companies, represented each by three members, contended for the mastery. This was obtained by the York Rifle Company, Capt. Davis, making a score of 104 at ranges of 200, 300 and 400 yards, five rounds at each; second, the Caledonia Rifle Company, Captain Jackson, 100; third, the Cayuga Rifle Company, Captain Stuart, 98; fourth, the Dunville Rifle Company, Major Vmsden, 52. Corporal Baird and Captain Stuart both distinguished themselves as marksmen, the former making 28 points at 200 and 400 yards, the latter 26 at 200 and 350 yards, five rounds at each of the ranges.

At Gananoque, County of Leeds, on the 18th and 19th November—nine matches, at distances of from 290 to 500 yards; value of the prizes, \$238; competitors, 244, who expended 1,247 rounds of ammunition. General score not furnished; no mean average could be arrived at.

No. 1 Rifle Company, Ottawa, Lieut.-Col. Grant, have had several matches during the year. The 1st on the 24th January, for two prizes of \$4 and \$2 respectively, 24 entries, Sergeant Barry winning the 1st prize with a score of 35; distances 300, 400 and 500 yards, five rounds at each. The 2nd, May 25th, at which four prizes of the aggregate value of \$50, presented by the captain of the company, were competed for at distances of 200, 400 and 500 yards, three rounds at each, 39 entries, 1st prize won by Sergeant McCullogh with a score of 14 points. The 3rd in October, a match for three prizes of the value of \$45, distances 300, 400 and 600 yards, five rounds at each, 20 entries. 1st prize won by Private Maclaren. 4th in November, for a rifle, value \$20, distance 500 and 600 yards, five rounds at each, 28 entries, won by Sergeant Barry with a score of 20; and the 5th in December, for a silver watch, value \$36, distance 400 yards, 10 rounds, 30 entries, won by Sergeant Barry with a score of 27.

The two Infantry Cos. at Bell's Corners and Fitzroy competed together (date not supplied) for two prizes of the value of \$20 each, given respectively by J. Skead, M.L.C., and W. F. Powell, M.P.P. These were both won by the Infantry company, Bell's Corners, Capt. W. F. Powell, M.P.P. Particulars of the match have not been furnished.

The two Infantry companies at Perth have also had matches, date not given, in which six prizes were competed for, of the aggregate value \$100, presented for competition, by the officers of the companies. Particulars of these matches have not been furnished.

The proceedings of the year may be summed up with a closing match that took place at the Crescent Cove, Quebec, on the 10th December, between twenty sergeants of the 1st Battalion, 17th regiment of the line, and twenty members of No. 1 company, 8th Battalion, Volunteer Rifles, or "Victoria's," Capt. Allyn, and which deserves particular notice, from the circumstances attending it. It was a fair trial of skill between regulars and volunteers, and one in which, when they were brought fairly face to face in competition, the latter succeeded in carrying off the victory. The stakes at issue were the honor accruing to the winners, and the payment of the costs of the match to those who lost. The ranges were 200 and 450 yards, five rounds at each. The sergeants of the 17th regiment made a total of hits and points, at both ranges, of 315; the "Victoria's," 331, thus beating their opponents by sixteen. At the short range the latter were much behind, having made only 171, to 187 scored by the sergeants, but pulled up wonderfully at the long range, scoring 160 against 128. The shooting of private Magee of the "Victoria's" was excellent at the 450 yards,

he having made therat three bull's eyes and two centres, or a total of eighteen hits and points with five rounds.

This match terminating so honorably for the "Victoria's," and for the Volunteers generally, whose representatives they may be considered, is all the more noteworthy, from the fact that the men whom they have thus triumphed over were no unworthy competitors, belonging as they do to a corps standing fifth in the order of merit for rifle shooting in the British Army, as shown by General Hay's last published annual report for 1862-63.

The foregoing synopsis of the rifle shooting of the Province for the past year corroborates most forcibly the statement lately put forth by the National Rifle Association, in its last annual report, "that rifle shooting had become nationalised in Great Britain, and had likewise taken deep root in her dependencies." District rifle associations have sprung up in almost every military district in Canada, and are now in full working order. It is to be regretted that no Provincial association has as yet been organized, to which these could be properly affiliated, so as to ensure unity of action, and become imbued with a homogeneous spirit; having a provincial council that, without interfering with, would guide and direct, and be resorted to as an ultimate court of appeal on disputed points, and all other matters connected with a pastime so manly and useful. To quote the words of a leading provincial journal, in an excellent article on the Montreal Match:—

"No one, certainly, will be sorry, while the world remains as it is, that Canadians should know how to handle their weapons, if occasion should call for their use. It would perhaps be going too far to say that the safety of the country depends upon rifle-shooting, but we may assert, without much danger of contradiction, that if every man in Canada, between the ages of eighteen and forty-five, could put a bullet through a target at six hundred yards, a long step would be taken towards safety. The whole *art militaire* is not summed up in this one accomplishment, but it is conceded that from a population accustomed to the use of arms, an army can be created with speed and certainty. Rifle-shooting is not merely an accomplishment of importance in time of war; it is a manly and invigorating sport, capable of being pursued at no great expense. It affords what almost all men need, and particularly those who live in cities, a pleasant stimulus to exertion in the open air. There is just enough of employment of the intellect, to interest without wearying. It is one, too, in which almost everybody can engage. Even very short-sighted men shoot with the rifle, though not, perhaps, with the success of their more acute-eyed brethren. The eye, the hand, the arm, the body, and the legs receive wholesome exercise in the work at the butts, and there is constant need for two or three rather valuable mental qualities, which suffice to keep the brain in motion. The state of the wind has to be watched very closely. If you want to hit the bull's eye, it may be necessary to aim at the outer edge of the target, or even beyond it altogether. Speaking phrenologically, the humps of comparison, size and weight, are never idle on "shooting at the butts."

All of which is respectfully submitted for Your Excellency's consideration.

A: DESALABERRY, Lt.-Col.,  
Dept. Adj. Genl. Mil., L. C.

WALKER POWELL, Lt.-Col.,  
Dept. Adj. Genl. Mil., U. C.

ADJUTANT GENERAL'S OFFICE,  
Quebec, 20th February, 1864.

To His Excellency the Right Honorable  
The GOVERNOR GENERAL, &c., &c.,  
Quebec.

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## LIST OF APPENDICIES.

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1. Statement of sums paid to Brigade Majors, etc.
2. Statement of sums paid to Sarjeant Majors of Field Batteries, etc.
3. *Appendix No. 1.*—List of Drill Instructors now employed, etc.
4. *Appendix No. 2.*—List of Corps in Upper and Lower Canada to whom Clothing has been issued in 1863.
5. *Appendix No. 3.*—Statement of sums paid to Corps of Volunteers, etc.
6. *Appendix No. 4.*—Target Practice, etc.
7. *Appendix No. 5.*—Requisition for Ammunition, etc.

STATEMENT, shewing the sums paid to Brigade Majors for Pay, Horse Allowance, &c., and also for the Pay and Transport of Drill Instructors, during the year 1863.

To whom paid.	Military District.	DRILL INSTRUCTORS.		BRIGADE MAJORS.			Total paid in each district.	Total Amount.
		Pay.	Transport.	Pay and Horse Allowance.	Personal and Transport Expenses and Stationery.	Postage.		
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ o.	\$ c.
Brigade Major Duchesnay	No. 2 L. C.	1784 70	175 32	717 00	153 70	9 96	2840 68	
do Bellefeuille	3	1496 70	98 57	717 00	375 24		2687 51	
Cartier	4	474 50	55 25	717 00	142 83	25 49	1415 07	
de Montanach	5	1270 55	4 50	717 00	130 25	30 16	2152 70	
Fletcher	6	1460 52	679 06	717 00	470 34	68 39	3395 31	
Suzor	7	2950 08	377 96	717 00	360 56	47 52	4453 12	
Bellerose, Lt.-Col.	8	697 00	53 15	340 50	133 41	29 74	2127 04	
Macpherson		204 00						
Masson	9	402 60	1 50	219 08	27 75	16 51	2989 21	
Hanson		150 77	150 77	717 58	297 58	82 24		
King	10	1741 62		717 00	271 35	54 00	2453 12	
Macpherson	11	2008 49	91 95	717 00	31 96	24 32	2873 72	
Montgomery	1 U. C.	2194 85	312 35	717 00	244 47	103 10	3571 77	27887 54
Jackson, Lt.-Col.		2	2301 27	433 24	717 00	205 39	60 13	3717 03
Shaw, Lt.-Col.	3	2145 66	156 50	717 00	482 25	139 21	3640 62	
Patterson	4	2398 73	513 05	717 00	289 21	74 27	3992 25	
Dennis, Lt.-Col.	5	2742 08	713 41	717 00	359 74	252 72	4784 95	
Barretto	6	3198 15	378 40	717 00	813 94	170 23	5277 68	
Villiers	7	3774 03	650 00	717 00	342 18	109 79	5593 00	
Light, Lt.-Col.	8	2648 32	905 42	717 00	524 33	134 39	4029 46	
Moffat	9	1799 50	230 78	717 00	327 02	20 22	3084 52	
Denison	10	531 40		717 00	30 81	17 80	1300 01	39891 30
		39348 53	6263 03	14182 58	6014 21	1470 49		\$67278 84

A. DESALABERRY, Lt.-Col.,  
D. A. G. M., L. C.  
WALKER POWELL, Lt.-Col.,  
D. A. G. M., U. C.

ROBERT BERRY,  
C.C., Acct.



STATEMENT shewing the sums paid for Serjeant Majors of Field Batteries, Provincial Storekeepers, and Caretakers of Armories, for the year 1863.

PERIOD.		For what Service.	To whom Paid.	\$ c.	\$ c.
From	To				
<i>Serjeant Majors of Field Batteries.</i>					
18 63.					
1st January..	31st Dec'br..	Quebec.....	P. Walsh.....	200 00	
" ..	" ..	Montreal.....	J. Bigwood.....	200 00	
" ..	" ..	Ottawa.....	J. Forsyth.....	200 00	
" ..	" ..	Kingston.....	J. Stewart.....	200 00	
" ..	" ..	Toronto.....	John Gray.....	200 00	
" ..	" ..	Hamilton.....	John Brown.....	200 00	
" ..	" ..	London.....	W. Starr.....	200 00	
					1400 00
<i>Provincial Storekeepers.</i>					
" ..	" ..	Quebec.....	E. Lamontagne.....	300 00	
" ..	" ..	Montreal.....	J. Shepherd.....	300 00	
" ..	" ..	Ottawa.....	J. B. Turner.....	300 00	
" ..	30th Sept'br..	Kingston.....	J. Sutherland.....	225 00	
" ..	31st Dec'br..	do .....	J. Peacock (Assistant).....	75 00	
" ..	" ..	Toronto.....	H. Goodwin.....	300 00	
" ..	" ..	Hamilton.....	A. Booker.....	300 00	
" ..	" ..	London.....	W. Starr.....	300 00	
					2100 00
<i>Caretakers of Armories.</i>					
" ..	" ..	Quebec.....	J. Gilmour.....	255 50	
" ..	" ..	do .....	J. Lamb.....	255 50	
" ..	" ..	Montreal.....	J. Shepherd.....	100 00	
" ..	" ..	do .....	J. Kelly.....	255 50	
" ..	" ..	do .....	E. Bates.....	255 50	
" ..	" ..	do .....	W. Healy.....	219 00	
" ..	" ..	do .....	J. Smith.....	219 00	
" ..	" ..	do Field Battery.....	H. Henderson.....	73 00	
" ..	" ..	Ottawa.....	J. Orr.....	200 00	
" ..	" ..	Prescott.....	W. Armstrong.....	100 00	
" ..	" ..	Brockville.....	W. H. Cole.....	73 00	
" ..	" ..	Kingston, Field Battery.....	R. Pepper.....	73 00	
" ..	" ..	Toronto.....	W. Robertson.....	220 00	
" ..	" ..	do .....	J. Barry.....	255 50	
" ..	" ..	do Ammunition .....	J. Robertson.....	91 25	
" ..	" ..	Hamilton.....	D. R. Connell.....	255 50	
" ..	" ..	do Field Battery.....	J. Brown.....	73 00	
" ..	" ..	London.....	E. Evans.....	200 00	
" ..	" ..	do Field Battery.....	P. Keenan.....	73 00	
					3247 25

A. DESALABERRY, Lt.-Col.,  
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C. C. Acct.

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List of the Drill Instructors now employed in Drilling the Militia.—*Continued.*

Rank and Name.	Corps.	Whether sent from England or obtained in the Colony.	Daily Rate of Pay.	In what District employed.	Remarks.
One Instructor.....	From Corps at.....	Montreal .....	\$ c.	No. 11, L. C..	
do .....	do .....	.....	0 40	do .....	
do .....	do .....	.....	0 40	do .....	
Serjeant Major Powloy.	Coldstream Guards.	England .....	1 37½	No. 1, U. C...	B. Major Montgomery, Ottawa.
Serjeant Lambert.....	Militia.....	do .....	1 00	do .....	
" Maddox.....	Coldstream Guards.	do .....	1 00	do .....	
" Cocker.....	47th Regiment.....	Colony.....	1 00	do .....	
" Isem.....	do .....	do .....	1 00	do .....	
" Thorn.....	do .....	do .....	1 00	do .....	
Serjeant Major Conway	Militia.....	Colony.....	1 37½	No. 2, U. C...	B. Major Lt. Colonel Jack- son, Brockville.
Serjeant Evonson.....	Coldstream Guards.	England.....	1 00	do .....	
Color Serjeant Grant....	47th Regiment.....	Colony.....	1 30	do .....	
Corporal Robinson.....	do .....	do .....	1 00	do .....	
Serjeant Bishop.....	47th Regiment.....	Colony.....	1 00	No. 3, U. C...	B. Major Lt. Colonel Shaw, Kingston.
" O'Neil.....	do .....	do .....	1 00	do .....	
" Rao .....	do .....	do .....	1 00	do .....	
Color Serjeant Sault....	53rd Regiment.....	England.....	1 30	No. 4, U. C...	B. Major Patterson, Co- bourg.
Serjeant Windred.....	1st Bat. 60th Rifles..	do .....	1 00	do .....	
" Taylor.....	16th Regiment.....	Colony.....	1 00	do .....	
" Arnold.....	Scots Fusilier Gds...	England.....	1 00	do .....	
" Floyd.....	Militia.....	Colony.....	1 00	do .....	
" Raymond.....	do .....	do .....	0 50	do .....	
Serjt. Major Sutherland	Grenadier Guards..	England.....	1 37½	No. 5, U. C...	B. Major Lieut. Colonel Dennis, Toronto.
Seajeant Stealy.....	do .....	do .....	1 00	do .....	
" Smith.....	do .....	do .....	1 00	do .....	
" Hardy.....	do .....	do .....	1 00	do .....	
" Irwin.....	Militia.....	Colony .....	1 00	do .....	
Serjeant Major Woods..	45th Regiment.....	England.....	1 37½	No. 6, U. C...	B. Major Barretto, Strat- ford.
Color Serjt. Maunders..	8th do .....	do .....	1 30	do .....	
" Maclean .....	45th do .....	do .....	1 30	do .....	
Serjeant Ward.....	Coldstream Guards.	do .....	1 00	do .....	
" Kelly.....	63rd Regiment.....	Colony .....	1 00	do .....	
" Baxter.....	do .....	England.....	1 00	do .....	
" McGeo.....	do .....	Colony .....	1 00	do .....	
Corporal Pearce.....	do .....	do .....	1 00	do .....	
Serjeant Major Henry..	Coldstream Guards.	England.....	1 37½	No. 7, U. C...	B. Major Villiers, Hamil- ton.
Serjeant McIntyre .....	Scots Fusilier Gds...	do .....	1 00	do .....	
" Carpenter.....	do .....	do .....	1 00	do .....	
Serjeant Cox.....	do .....	do .....	1 00	do .....	
Corporal Tuck.....	Rifle Brigade.....	Colony .....	1 00	do .....	
One Instructor.....	From Regiment at	Hamilton.....	0 40	do .....	
do .....	do .....	do .....	0 40	do .....	
do .....	do .....	do .....	0 40	do .....	
Serjeant Major Lyons..	Militia.....	Colony .....	1 37½	do .....	
Serjeant Oswald.....	Royal Artillery.....	do .....	£50 p an	do .....	
Color Serjeant Farrow..	20th Regiment.....	England.....	1 30	No. 8, U. C...	Lt. Colonel Light, Wood stock.
Serjeant Ross.....	Rifle Brigade.....	Colony .....	1 00	do .....	
Corporal Harrison.....	do .....	do .....	1 00	do .....	
" Macready.....	do .....	do .....	1 00	do .....	
" Edwards.....	do .....	do .....	1 00	do .....	
Serjeant Chinner.....	Coldstream Guards.	England.....	1 00	do .....	
One Instructor.....	From Regiment at	London .....	0 40	do .....	
do .....	do .....	do .....	0 40	do .....	

List of the Drill Instructors now employed in Drilling the Militia.—Continued.

Rank and Name.	Corps.	Whether sent from England or obtained in the Colony.	Daily Rate of Pay.	In what District employed.	Remarks.
Color Serjeant Brown...	20th Regiment.....	England .....	S c. 1 30	No. 9, U. C. ...	B. Major Moffatt, Chatham.
Serjeant Kelly.....	Coldstream Guards.	do .....	1 00	do ...	
Serjeant Cronin.....	63rd Regiment.....	Colony .....	1 00	do ...	
" Gilloly.....	do .....	do .....	1 00	do ...	
" Lavery .....	do .....	do .....	1 00	do ...	
One Instructor.....	From Regiment at..	Toronto .....	0 40	No. 10, U. C. ...	B. Major Denison, Toronto.
do .....	do .....	do .....	0 40	do ...	
do .....	do .....	do .....	0 40	do ...	
do .....	do .....	do .....	0 40	do ...	

RECAPITULATION.

Queen's Service—from England .....	36
do obtained in the Colony.....	64
do specially authorized.....	1
Volunteers, Civilians, obtained in the Colony.....	11

Total..... 112

Lower Canada.

No.	Ins.
No. 2.....	6
3.....	4
4.....	1
5.....	3
6.....	4
7.....	14
8.....	3
9.....	4
10.....	3
11.....	11
	<hr/> 53

Upper Canada.

No.	Ins.
No. 1.....	6
2.....	4
3.....	3
4.....	6
5.....	5
6.....	8
7.....	10
8.....	8
9.....	5
10.....	4
	<hr/> 59
Total.....	112

ROBERT BERRY,  
C. C. Acct.

A. DESALABERRY, Lt.-Col.,  
D. A. G. M., L. C.

WALKER POWELL, Lt.-Col.,  
D. A. G. M., U. C.

APPENDIX NO. 2.

List of Corps, in Upper and Lower Canada, to whom Clothing has been Issued in 1863.

Date of Issue.	Post.	Corps.	Officer Commanding.		Artillery.		Infantry.			Rifles.		
			Tunics.	Busbies.	Trousers.	Tunics.	Shakos.	Trousers.	Tunics.	Shakos.	Trousers.	
May 23	Point Levi	17th Batt. Vol. Infantry, 6 Cos.			Lt.-Col. Blanchet		315	315	315	133	133	133
" 23	Quebec	8th Batt. Rifles, 2 Cos.			Reeve					189	189	189
" 23	"	9th Batt. Rifles, 4 Cos.			de Salaberry					153	153	153
" 25	"	7th Batt. Rifles, 3 Cos.			Cauchon							
" 27	Toronto	10th Batt. Infantry, 7 Cos.			Cumberland		385	385	385			
" 27	Hamilton	13th Batt. Infantry, 6 Cos.			Buchanan		329	329	329			
" 28	Argenteuil	11th Batt. Infantry, 6 Cos.			Abbott		328	328	328			
" 29	Kingston	14th Batt. Rifles, 3 Cos.			Shaw					105	105	105
" 30	Bellefleur	16th Batt. Infantry, 6 Cos.			Ponton		330	330	330			
June 1	Pictou	16th Batt. Infantry, 7 Cos.			Ross		385	385	385			
" 1	Storrington	1st Company Rifles			Capt. Hamilton							
" 1	"	2nd			Spring							
" 1	Napanee	1st Company Infantry			Dotler		55	55	55			
" 1	"	2nd			Miller		55	55	55			
" 2	Rednersville	Infantry Company			Anderson		55	55	55			
" 2	Amebasburg	"			Lander		53	53	53			
" 2	St. Vincent de Paul	12th Batt. Rifles, 5 Cos.			Lt.-Col. Bellerose					271	271	271
" 3	St. Johns	1st Company of Infantry			Major Laberge							
" 4	Three Rivers	1st Company of Infantry			Capt. Bernard		325	325	325			
" 4	"	2nd			Normand		54	54	54			
" 4	Toronto	2nd Batt. Rifles, 3 Cos.			Lt.-Col. Durio		55	55	55			
" 5	Hawkesbury Mills	18th Batt. Infantry, 6 Cos.			Hon. Mr. Hamilton		224	224	224			
" 6	St. Catharines	10th Batt. Infantry, 6 Cos.			Hon. M. Currie		410	410	410			
" 8	"	20th Batt. Infantry, 6 Cos.			McGivern		330	330	330			
" 9	Montreal	1st Company Police Rifles			Capt. Flynn					17	17	17
" 9	"	2nd			Naigelo					48	48	48
" 9	London	1st Company Infantry			Taylor		55	55	55			
" 9	"	2nd			Chisholm		55	55	55			
" 9	St. Hyacinthe	3 Companies, Infantry			Despres		135	135	135			
" 10	Chatham	Infantry			Nelson		50	50	50			
" 10	"	"			Smith		55	55	55			
" 10	Kamouraska	1st Company Infantry			Glendinning		55	55	55			
" 10	Riviere du Loup	Infantry			I. Taché		55	55	55			
" 10	Acton Vale	Rifle Company			Fraser		55	55	55			
" 10	Lennoxville	"			Cushing		55	55	55			
" 11	"	"			Rawson					53	53	53

" 11	Sherbrooke	Major Ibbotson								55	55	55
" 11	Ottawa	Capt. Woodward								50	50	50
" 11	"	Lt.-Col. Grant								55	55	55
" 11	Varrennes	Capt. Brashear								55	55	55
" 11	Toronto	Major Massey								55	55	55
" 11	Prescott	Capt. Sherwood								55	55	55
" 11	Morrisburg	Lt.-Col. Jessup								55	55	55
" 12	Cornwall	Capt. Holden								55	55	55
" 12	"	Bergin								55	55	55
" 12	Brockville	" Oliver								57	57	57
" 13	Cornwall	" Buell								57	57	57
" 13	Gananoque	" Pringle								55	55	55
" 13	Barris	" McCrum								55	55	55
" 15	Collingwood	" M. Kenzie								55	55	55
" 15	Whitby	Major Skynns								55	55	55
" 15	Cookstown	" Wallace								55	55	55
" 15	Scarborough	" Ferguson								55	55	55
" 15	Oshawa	Capt. Norris								55	55	55
" 16	"	" Warren								55	55	55
" 16	Guelph	Major Fairbanks								55	55	55
" 17	Owen Sound	Capt. Higginbotham								55	55	55
" 17	Galt	" McNab								50	50	50
" 17	Flora	" Date								55	55	55
" 17	Mount Forest	" Donaldson								55	55	55
" 17	Stratford	Lieut. Mitchell								47	47	47
" 18	Owen Sound	Capt. Imbach								55	55	55
" 18	Peterborough	" Brodie								55	55	55
" 18	Bowmanville	" Ed. Poole								55	55	55
" 18	Lindsay	Lt.-Col. Cubitt								40	40	40
" 18	Port Hope	Capt. Smith								49	49	49
" 18	"	" Kirckhofer								55	55	55
" 18	Peterborough	" Williams								55	55	55
" 18	Lakefield	" Kennedy								55	55	55
" 22	Villa Nova	" Vizard								55	55	55
" 22	Simcoe	" McLearen								55	55	55
" 22	Port Rowan	" Tisdale								55	55	55
" 22	Walsingham	" Pitt Mabce								40	40	40
" 22	Waterford	" Morgan								55	55	55
" 22	Komoka	" Green								40	40	40
" 22	Southampton	" Atwood								25	25	25
" 22	Richelieu	" Sprout								55	55	55
" 22	North Ridgo	" Dorion								55	55	55
" 22	Embro	" Wagstaff								55	55	55
" 23	L'Islet	" Wallace								55	55	55
" 23	"	" S. Gamacho								55	55	55

Carried forward.

List of Corps, in Upper and Lower Canada, to whom Clothing has been Issued in 1863.—Continued.

Date of Issue.	Post.	Corps.	Officer Commanding.			Artillery.			Infantry.			Rifles.		
			Tunics.	Bushies.	Trowsers.	Tunics.	Bushies.	Trowsers.	Tunics.	Shakos.	Trowsers.	Tunics.	Shakos.	Trowsers.
June 23	Rimouski	Infantry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 23	Trois Pistoles	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 24	Huntington.	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 24	"	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 24	Durham	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 24	Albham	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 24	Napierville	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 24	Borhior (en haut)	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	R. du Loup (en haut)	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	Gore, 2nd Co. 11th Bt.	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	Buckingham	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	Aylmer	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	Phillipsburg	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	Granby	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 25	"	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 26	Waterloo	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 26	"	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 26	Perth	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 26	Almonte	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 26	Bell's Corners	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 26	Fitzroy	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 27	Kenyon	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 27	Kenyon	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 27	Glengary	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 27	Morrisburg	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 27	Lyn	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 27	Dixon's Corners	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 30	Ashburnham	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 30	Mill Brook	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 30	Campbellford	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 30	Cohourg	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 30	Whitby	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 30	Cohourg	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 1	Lloydtown	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

" 1	Prince Albert	Infantry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 1	Brampton	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 1	Greenwood	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 1	Bradford	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 1	Barrie	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2	Senfith	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2	New Hamburg	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2	Orangeville	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2	Rincardine	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2	"	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2	Paisley	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	Dundas	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	Georgetown	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	Thamesford	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	Stewart Town	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	Norval	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	Ingersoll	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 3	St. Ann-la Pocatière	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 4	Mount Pleasant	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 4	Drumbo	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 4	Wardsville	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 4	Vienna	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 4	St. Johns	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 4	Harricksville	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 6	Windsor	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 6	Sandwich	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 6	Amherstburg	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 6	Blenheim	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 6	Leamington	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	Rockport	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	Franklin	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	Hemmingford	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	St. Remi	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	Roxham	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	Beeharnois	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 7	Lewis	Engineers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 8	Kanouraska	Infantry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 8	Burrill's Rapids	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 8	Farmersville	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 8	Malorytown	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 8	Albion	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 8	Derry (West)	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 9	St. Catharines	Artillery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 9	Napanee	Infantry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 9	Usbridge	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 9	Grahamsville	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Carried forward

List of Corps, in Upper and Lower Canada, to whom Clothing has been Issued — Continued.

Date of Issue.	Post.	Corps.	Officer Commanding.	Artillery.			Infantry.			Rifles.		
				Tunics.	Busbies.	Trowsers.	Tunics.	Shakos.	Trowsers.	Tunics.	Shakos.	Trowsers.
July 9	Caledonia	Rifles	Capt. Wm. Jackson	55			55			55		
9	York	"	" Davis	55			55			55		
9	Cayuga	"	" Stewart	55			55			55		
10	Sto. Scholastique	"	" Valois	55			55			55		
10	St. Ruskache	"	" Marsil	55			55			55		
10	Bate St. Paul	Infantry	" Dupéré	55		55	55		55			
11	Kamouraska	"	" Martineau	55		55	55		55			
23	Easton's Corners	"	" Ferguson	55		55	55		55			
23	Consecon	"	" Clark	55		55	55		55			
23	Aurora	"	" Ashton	55		55	55		55			
23	King	"	" Gardon	55		55	55		55			
23	Alton	"	" Riddel	55		55	55		55			
23	Lucan	"	" Hodgins	55		55	55		55			
23	Morrison	"	" McFarlane	55		55	55		55			
23	Durham	"	" McNab	55		55	55		55			
24	Cobourg	Rifles	" Wm. Smith	48			48			48		
24	Belleville	"	" C. G. Levesconte	55			55			55		
24	London	"	" R. Lewis	55			55			55		
24	St. Thomas	"	" Major Stanton	40			40			40		
24	London	"	" Capt. Barber	55			55			55		
24	Dunnville	"	" Major Amsden	55			55			55		
24	Stratford	"	" Capt. R. S. Service	55			55			55		
25	Oakville	"	" Lt.-Col. Chisholm	55			55			55		
25	Pakenham	"	" Capt. Dunnet	55			55			55		
25	Carleton Place	"	" James Peole	55			55			55		
25	Merrickville	"	" Gwyne	55			55			55		
25	Columbus	"	" Wm. Wright	55			55			55		
27	Brooklin	"	" George Prentice	55			55			55		
27	Goderich	"	" Th. Hodgson	55			55			55		
27	Meaford	"	" Saymont	51			51			51		
27	Leith	"	" Pollard	47			47			47		
27	Lacknow	"	" J. Cannon, Sen.	52			52			52		
27	Dundas	"	" McDonald	55			55			55		
27	Dundas	"	" Gibson	55			55			55		
28	Beachville	"	" C. Greig	41			41			41		

28	Princeton	Rifles	Capt. Th. Cowan	40			40			40		
30	Port Hope	Engineer	" Ridout	55		55	55			55		
31	Brampton	Rifles	" Major Wright	40			40			40		
Aug 14	North Oxford	"	" Capt. Henderson	55			55			55		
14	Wolveston	"	" Graham	50			50			50		
14	Goderich	Artillery	" Cole	50		50	50			50		
21	Quebec	"	" Alex. Ross	55		55	55			55		
24	Hinchinbrooke	"	" N. H. Bowen	50		50	50			50		
24	Fergus	"	" Grant	50		50	50			50		
20	Gannanoquo	"	" McWilliams	50		50	50			50		
21	Prescott	"	" Lindsay	50		50	50			50		
21	London	"	" Burns	55			55			55		
21	Montreal	"	" Lieut. Strathmore	50		50	50			50		
22	Sherbrooke	"	" Capt. Ferd. Jones	50		50	50			50		
22	Port Colborne	"	" Roebuck	50		50	50			50		
23	Henningford	Field Battery	" Buckley	50		50	50			50		
23	Morrisburg	Rifles	" Alex. Wand	50		50	50			50		
23	Iroquois	Artillery	" Bowen	69		69	69			69		
23	Perth	"	" Shields	50		50	50			50		
23	Hamilton	"	" Rabidge	50		50	50			50		
23	Paris	"	" Alex. McDonell	50		50	50			50		
23	Quebec	"	" Fraser	50		50	50			50		
23	St. Johns	Infantry	" Major Villiers	55		55	55			55		
23	Ottawa	"	" Patton	55		55	55			55		
23	Toronto	"	" Capt. Allyn	1		1	1			1		
24	London	"	" Sgt.-Major Labranche	12		12	12			12		
24	London	"	" Lt.-Col. Durie	12		12	12			12		
24	London	"	" Capt. Taylor	12		12	12			12		
Sept 5	London	"	" Total	874		874	874			874		
Sept 5	London	"	" Total	9897		9897	9897			9897		
Sept 5	London	"	" Total	5422		5422	5422			5422		
Sept 5	London	"	" Total	4927		4927	4927			4927		
Sept 5	London	"	" Total	40		40	40			40		
Sept 5	London	"	" Total	55		55	55			55		
Sept 5	London	"	" Total	40		40	40			40		
Sept 5	London	"	" Total	55		55	55			55		
Sept 5	London	"	" Total	50		50	50			50		
Sept 5	London	"	" Total	45		45	45			45		
Sept 5	London	"	" Total	55		55	55			55		
Sept 5	London	"	" Total	40		40	40			40		
Sept 5	London	"	" Total	15		15	15			15		
Sept 5	London	"	" Total	55		55	55			55		
Sept 5	London	"	" Total	55		55	55			55		
Sept 5	London	"	" Total	55		55	55			55		
Sept 5	London	"	" Total	1		1	1			1		
Sept 5	London	"	" Total	355		355	355			355		

Those in italics have paid for the clothing issued to them.

THOS. WILY, Lieut.-Col.  
Superintendent of Stores.

**APPENDIX NO. 3.**

STATEMENT shewing the sums paid to the different Corps of Volunteers for Drill and Clothing Allowance, in the year 1863.

To whom Paid.	Designation of Corps.	For what Service.	\$ cts.	\$ cts.
Lt. Duff.....	Cavalry .....	For drill of Troop for (1862) Frontenac.....	480 00	
Major McLeod.....	do .....	do do York .....	447 00	
Capt. Burgess .....	do .....	do do London .....	511 20	1438 20
Major Stevenson.....	Field Battery...	For drill of Battery for (1862) Montreal.....	930 00	
Lt.-Col. Notman.....	Foot Company of Artillery...	For drill of Company for (1862) Dundas.....	186 00	1116 00
Capt. Smith.....	Rifle Company.	For drill of Company for (1862) Toronto .....	330 00	
Lt.-Col. Jessup .....	do .....	do do Prescott .....	300 00	
Capt. Moir .....	do .....	do do Montreal.....	330 00	
Major Barwis.....	do .....	do do Megantic .....	318 00	
Capt. Levesconte.....	do .....	do do Belleville .....	168 00	
" Hunt .....	do .....	do do Sorol .....	286 50	
" Lewis .....	do .....	do do London.....	318 00	
Major Amsden .....	do .....	do do Dunnville.....	291 00	
Capt. Rawson.....	do .....	do do Lennoxville.....	145 82	
" Higinbotham.....	do .....	do do Guelph .....	285 50	
" Woodward.....	do .....	do do Sherbrooke.....	306 00	
Major Stanton .....	do .....	do do St. Thomas .....	228 00	
Capt. Hanson .....	do .....	do do Montreal.....	492 00	3798 82
Total for Drill.....				\$6353 02
<i>Clothing Allowance.</i>				
Capt. Audet .....	Chasseurs Canadiens, 4th Battalion Rifles.	Allowance for his Company in lieu of clothing for (1862) Montreal .....	330 00	
" Emond.....		do do do .....	330 00	
" Beaudry .....		do do do .....	330 00	
" Cinq-Mars.....		do do do .....	330 00	
" Spénard.....		do do do .....	330 00	
" D'Orsonnes.....		do do do .....	324 00	
" L. Spénard.....		do do do .....	330 00	
" Normandeau.....		do do do .....	330 00	
Lt. Bissonnette.....		do do do .....	330 00	
Capt. Hon. J. O. Chauveau.....		5th Battalion, or Royal Light Infantry.	do do do .....	246 00
" Scott .....	do do do .....		330 00	
" Allan.....	do do do .....		330 00	
" Mackenzie.....	do do do .....		300 00	
" Kirby.....	do do do .....		330 00	
" Hopkins.....	do do do .....		330 00	
" Campbell.....	do do do .....		276 00	
" Grant .....	do do do .....		330 00	
" Lyman.....	do do do .....		294 00	
" Johnson.....	3rd Battalion Victoria Volunteer Rifles.		do do do .....	336 00
" Nivin.....		do do do .....	300 00	
" Ogilvie .....		do do do .....	300 00	
" Henderson.....		do do do .....	222 00	
" Crawford.....		do do do .....	300 00	
" McGrath.....		do do do .....	312 00	
" Bossé.....		Rifle, 9th Bat... do do do Quebec.....	354 00	
" Thomson .....		do do do .....	324 00	
Major Bernard.....		do do do .....	366 00	
" Barretto .....		do do do .....	222 00	
Capt. Forsyth.....	Engineer .....	do do do Montreal.....	330 00	
" Galway.....	Rifle .....	do do do Ottawa .....	180 00	
" Skinner .....	Inf. 13th Bat... do do do Hamilton.....	204 00		
" Wallace.....	Rifle (Highl'd) do do do Whity .....	222 00		
" Ince.....	Rifle .....	do do do Toronto .....	204 00	
" Gibsone .....	do 5th Bat... do do do Quebec.....	432 00		
" Shepherd.....	do .....	do do do Vaudreuil.....	240 00	
" Yule .....	do .....	do do do Lennoxville...	182 75	



## STATEMENT shewing the sums paid to the different Corps, &amp;c.—Continued.

To whom Paid.	Designation of Corps.	For what Service		\$ cts.	\$ cts.	
<i>Clothing Allowance.—Continued.</i>						
Capt. Wall .....	6th Battalion or Hochelaga Light Infantry.	Allowance to his Company in lieu of clothing for (1862) Montreal.....		378 00		
.. Binmore .....		do do	do Montreal.....	342 00		
.. Reinhardt.....		do do	do do .....	348 00		
.. Jackson .....		do do	do do .....	342 00		
.. Porter .....		do do	do do .....	342 00		
.. Ibbotson.....		do do	do do .....	342 00		
.. Crispo .....		do do	do do .....	342 00		
.. Martin.....		do do	do do .....	342 00		
.. St. Germain.....		Rifle .....	do do	do St. Hyacinthe	232 00	
Major Teeter.....		Cavalry .....	do Troop	do Grimsby.....	210 00	
Capt. Herring .....	Rifle, 9th Bat ..	do Co'py	do Quebec .....	330 00		
.. Forest.....	Foot Artillery ..	do do	do Ottawa.....	240 00		
.. Macdougall.....	Troop .....	do Troop	do Montreal.....	138 00		
.. Drummond ..	do .....	do do	do Sherbrooke...	300 00		
Lieut. Heming.....	do .....	do do	do Guelph.....	150 00		
Major Button.....	do .....	do do	do Markham.....	168 00		
.. Bate .....	do .....	do do	(1863) St. Catharines	186 00		
Capt. Cook.....	do .....	do do	do Cookshire.....	238 00		
.. DesRivières...	do .....	do do	do St. John's.....	240 00		
Major Teeter.....	do .....	do do	do Grimsby.....	216 00		
.. Smart.....	do .....	do do	do Port Hope.....	228 00		
Capt. Smith.....	do .....	do do	do Montreal.....	186 00		
.. Perry.....	do .....	do do	do do .....	189 00		
Lt. Duff.....	do .....	do do	do Kingston.....	186 00		
Capt. Sinclair.....	Engineer .....	do do	do Ottawa.....	300 00		
.. A. G. Forrest..	Foot Artillery..	do do	do do .....	312 00		
Major Evans.....	do .....	do do	do Montreal.....	300 00		
Capt. Ferrier.....	Battalion of Artillery.	do do	do do .....	300 00		
.. Hobbs .....		do do	do do .....	300 00		
.. Shaw.....		do do	do do .....	300 00		
.. Scott .....		do do	do do .....	300 00		
.. Drum .....		do do	do do .....	300 00		
.. Stoker.....		Artillery.....	do do	do St Catharines	235 50	
.. Pelletier.....	Rifle, 9th Bat...	do do	do Quebec.....	254 65		
.. Galway.....	do .....	do do	do Ottawa.....	300 00		
Major Alger .....	do .....	do do	do Brantford .....	360 00		
Capt. Richardson...	Oxford Rifles...	do do	do Woodstock.....	390 00		
.. Grant .....	Rifle .....	do (special) do	do do .....	260 00		
.. Highland Rifle.	do .....	do do	do Brantford .....	330 00		
Major Bernard ..	Rifle .....	do do	do Quebec .....	360 00		
Capt. Hanning.....	do .....	do do	do Danville .....	300 00		
.. Thomson.....	do 9th Bat..	do do	do Quebec.....	330 00		
.. Shields .....	do .....	do do	do Hemmingford	216 00		
.. Alceyn .....	do 8th Bat..	do do	do Quebec.....	240 65		
.. Herring .....	do 9th Bat..	do do	do do .....	330 00		
.. Litchfield ..	do .....	do do	do Portsmouth...	360 00		
.. Murray.....	Queen's Own R.	do do	do Toronto.....	370 40		
.. Paterson.....	do .....	do do	do do .....	248 65		
.. Harris.....	do .....	do do	do do .....	254 65		
.. Shepherd.....	Rifle .....	do do	do Vaudreuil....	276 00		
.. Minnes .....	do 14th Bat.	do do	do Kingston.....	444 00		
.. White.....	do .....	do do	do Prescott.....	240 00		
.. Gardiner.....	Queen's Own R.	do do	do Toronto.....	324 00		
.. Hodgins.....	do .....	do do	do do .....	224 65		
.. Croft .....	do .....	do do	do do .....	254 65		
.. Draper .....	do .....	do do	do do .....	224 65		
.. Johnson.....	Vic. Vol. Rifles	do do	do Montreal.....	318 00		
.. Nivin.....	do .....	do do	do do .....	234 00		
.. Ogilvie.....	do .....	do do	do do .....	270 00		
.. McGrath.....	do .....	do do	do do .....	276 00		
.. Gibson.....	Rifle, 8th Bat ..	do do	do Quebec .....	432 00		

STATEMENT shewing the sums paid to the different Corps, &c.—Continued.

To whom Paid.	Designation of Corps.	For what Service.	\$ cts.	\$ cts.	
<i>Clothing Allowance.—Continued.</i>					
Capt. Taylor.....	Battalion Light Infantry.	Allowance to his Company in lieu of clothing for (1863) Montreal.....	474 00		
.. Molson .....		do do do do .....	330 00		
.. Whitehead .....		do do do do .....	330 00		
.. Doutney .....		do do do do .....	330 00		
.. Ross .....		do do do do .....	330 00		
.. Brooke.....		do do do do .....	330 00		
.. Kennedy .....		Engineer .....	do do do do .....	300 00	
.. Carlisle.....		Inf. 19th Bat.....	do do do St. Catharines .....	306 00	
.. Henderson.....		Inf. 13th Bat.....	do do do Hamilton.....	274 00	
.. Scott .....			do do do Montreal .....	324 00	
.. Allan .....	5th Battalion Royal Infantry.	do do do do .....	330 00		
.. Kirby.....		do do do do .....	330 00		
.. Hopkins .....		do do do do .....	330 00		
.. Mackenzie.....		do do do do .....	330 00		
.. Grant.....		do do do do .....	330 00		
.. Lyman.....		do do do do .....	306 00		
.. McMaster.....		Naval.....	do do do Toronto .....	510 00	
		Clothing Allowance for 1862.....		13356 75	
		do do 1863.....		13574 45	
		Total.....		\$ 33931 20	

**APPENDIX NO. 4.**

TARGET PRACTICE RETURN of the \_\_\_\_\_ Company of Volunteer Militia, at this, \_\_\_\_\_ day of \_\_\_\_\_ 186

Number of Men.	Rank and Names.	No. of Rounds fired.	Range _____ yards.					Total points.	Range _____ yards.					Total points.	Total Points in both Ranges.	Remarks.
			Points obtained per shot.						Points obtained per shot.							
			1	2	3	4	5		1	2	3	4	5			
*Total	Total.															Average points.

I certify that the above practice was carefully conducted under the superintendence of an officer, and as far as practicable in accordance with Musketry Regulations, and that

\*Total points in both ranges added together and divided by the number of men gives the "average" or "Figure of Merit" of the Company.



quantity asked for in quarter-barrels, taking care that the quantity demanded corresponds with the entire contents of one or more quarter-barrels.

4. *Extra Ammunition* is issued on application *direct* to the Militia Department, at Head Quarters, by the Officer requiring it, and payment therefor is to be made by the officer making the application for such extra ammunition, depositing the money in the Bank of Montreal, to the credit of the Receiver General, and transmitting the Certificate of Deposit for the same to the Militia Department. The price of a quarter-barrel of Ball Ammunition, with caps complete, is \$11. 16.

### MILITIA DEPARTMENT.

ADJUTANT GENERAL'S OFFICE,  
Quebec, 186

SIR,—With reference to your Requisition for Ammunition for the Corps under your command for the present year, I have now the honor to acquaint you that I have this day instructed the Provincial Storekeeper at address in the usual manner rounds of ball and rounds of blank ammunition, with caps in the usual proportion.

His Excellency the Commander-in-Chief desires me to acquaint you at the same time, that the great object he has in view is the efficiency of the Volunteers in Rifle shooting, and to this end he desires that no Volunteer shall be permitted to fire more than his allotted share (60 rounds) of the Government allowance of ball ammunition, and that it is the duty of the officer commanding to take care that every Volunteer on the strength of the Company shall, within the year, fire at the target that number of rounds (60) of ball ammunition, at such times as may be most convenient; for it is manifest that, if the whole of the Government allowance is shot away at Rifle Matches by a few Volunteers from each Company—a practice at present frequently followed—His Excellency's object cannot be attained.

The Commander-in-Chief, therefore, desires me to impress upon you the necessity that exists for using the said ammunition strictly in accordance with the above rule.

I have the honor to be, sir,

Your most obedient servant,

To Capt.

Com. Volunteer  
at

Company

Lt. Col.  
D. A. G. M.

# RETURNS

To an Address of the Honorable the Legislative Assembly, dated 17th March, 1864; for "Information respecting Inspection of Volunteer Force."

By Command:

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
27th May, 1864.

[In accordance with the recommendation of the Joint Committee on Printing, an Abstract of the above Returns only is printed.]

ABSTRACT from the Reports of the Officers of Her Majesty's Service appointed for the purpose of inspecting the several Corps of Volunteers in Lower and Upper Canada,—the Inspection having been made during the months of January and February, 1864.

## LOWER CANADA.

	Companies.	Officers.	Sergeants.	Rank and File.
Montreal City, Col. Stephenson...	57	143	189	1847
Montreal District, Major Smyth.	72	156	174	2102
Quebec District, Col. Ingall.....	39	73	80	1133
Total .....	168	372	443	5087

Average for the 168 Companies,—two and one-fifth Officers, two and three-fifths Sergeants, and thirty and one-third Rank and File. Total of all ranks, 5902; being an average of thirty-five and one-eighth Officers, non-commissioned Officers and men for each Troop, Battery and Company inspected.

## UPPER CANADA.

	Companies.	Officers.	Sergeants.	Rank and File.
London District, Col. Grant .....	41	99	112	1521
Hamilton District, Col. Hoste ...	52	113	123	1608
Toronto District, Col. Mountain.	69	163	203	2458
Kingston District, Col. Earle ....	58	141	168	2052
Eastern District, Major Smyth...	14	13	28	469
<b>Total.....</b>	<b>234</b>	<b>529</b>	<b>634</b>	<b>8108</b>

Average for the 234 Companies,—two and one-fourth Officers, two and a half Sergeants, and thirty-nine and three-fifths Rank and File. Total of all ranks, 9271; being an average of thirty-nine and three-fifths Officers, non-commissioned Officers and men for each Troop, Battery and Company inspected.

	Companies.	Of all Ranks.
Total, Lower Canada.....	168	5902
Total, Upper Canada .....	234	9271

Grand total..... 402 15173  
 being an average of thirty-seven and three-fourths Officers, non-commissioned Officers and men for each Troop, Battery and Company inspected.

## No. 14.

RETURN of Bonds and Securities recorded in the Provincial Registrar's office, to the 19th February, 1864.

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

## No. 15.

STATEMENT of the Receipts and Expenditure of the Montreal and Champlain Railroad, and appurtenances, together with the amount of Tonnage and of Passengers conveyed over the road during the year 1863, as required by the 49th section of the Act 2nd Wm. IV., Cap. 58.

Receipts.	Current Expenses.	Tonnage.	Passengers.
\$269,627 60	\$145,535 57	86,464	168,160

G. IRVING, Acct.

Montreal, 20th February, 1864.

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.

Sworn before me at Montreal this 4th day of March, 1864.

JOHN JORDAN, J.P.

## No. 15.

## NORTHERN RAILWAY OF CANADA.

STATEMENT of Earnings and Expenditure for the year ending 31st Dec., 1863.

EARNINGS.		\$	cts.	\$	cts.
Through freight traffic .....		18205	74		
Local do do .....		275462	19		
Do passenger do .....		102147	66		
Mail service.....		3453	44		
Wharfage.....		1308	88		
Storage.....		4194	16		
Boom age.....		994	50		
Other sources.....		840	00		
Total receipts.....				408603	55
EXPENDITURE.		\$	cts.	\$	cts.
Maintaining roadway .....		36874	91		
Works and buildings.....		10991	00		
Machinery and rolling stock.....		51006	16		
Train service.....		28453	84		
Way station service.....		12194	63		
Terminal do local.....		12357	85		
Do do through.....		7023	69		
Supplies.....		27695	91		
Miscellaneous expenses.....		14146	41		
General expenses.....		18804	22		
Items not belonging to ordinary working expenses.....		8340	12		
Total expenditure.....				226878	74
Net receipts.....				\$179,27	81

Net Revenue Account for year ending 31st December, 1863.

To interest on 1st Preference Bonds, 30th June .....	\$	cts.
" do 1st do do 31st December .....	36500	00
" do 2nd do do 30th June .....	41378	40
" do 2nd do do 31st December .....	41449	40
" appropriation on account of works and claims .....	19340	36
" exchange and commissions .....	4395	51
" balance .....	36387	77
		<b>\$215929 43</b>
By balance from 1862 .....		23327 99
" do net revenue, 1863 .....		179727 31
" interest on bonds in London .....		3431 48
" repayment of accrued interest .....		9442 16
		<b>215929 43</b>
By balance brought down .....	\$	<b>20267 77</b>

I, Thomas Hamilton, of the City of Toronto, Chief Accountant of the Northern Railway of Canada, make oath and say that the statement on this and on the preceding page, of moneys received and expended for the year ending 31st December, 1863, is, to the best of my knowledge and belief, true and correct, as I shall answer to God.

THOS. HAMILTON.

Sworn before me, at Toronto, this 31st day of March, 1864.

GEORGE BOOMER,  
Police Magistrate.

No. 15.

Classified Statement of Tonnage conveyed along the Northern Railway of Canada during the year ending 31st December, 1863.

Description of Freight.	Tons moving North.		Tons moving South.	
	Local.	Through.	Local.	Through.
First class .....	1133 1805 2000		1063 1362	
Second class .....	6461 332 2000		539 977 2000	
Third class .....	4633 1971 2000		1384 2000 449	
Flour .....	73 1969 2000		7677 2000 1000	836 907 2000
Wheat .....	31 2000 840		21699 2000 1420	1504
Corn .....	3 2000 1458		679 2000 8 8	7301
Barley .....	34 2000 8 2		594 2000 885	
Oats .....	1 2000		284 2000	
Beef and Pork .....				1672
Various .....	1200		98497 617 2000	
<b>Total .....</b>	<b>13573 1489 2000</b>		<b>132420 831 2000</b>	<b>11513 907 2000</b>



Classified Statement of Passengers conveyed along the Northern Railway of Canada, during the year ending 31st December, 1863.

Number of passengers ticketed at stations.....	92,608
do do paying on the train ..	11,334
do do free, and for employés.....	3,870
<b>Total number of passengers carried .....</b>	<b>107,832</b>

I, Samuel Skelton, of the City of Toronto, Superintendent's Clerk of the Northern Railway of Canada, make oath and say that the above statement of tonnage along the said Railway, for the year ending 31st December, 1863, is, to the best of my knowledge and belief, true and correct: So help me, God.

SAMUEL SKELTON.

Sworn before me this 31st day of March, 1864.

JAMES E. SMITH.

STATEMENT respecting the Jesuits' Estates furnished by the undersigned to Chapter 163, section 5 (Consolidated Statutes)

Name of Property.	Number of Arpents originally granted and date of grant.	No. of Arpents conceded & rate per Arpent.	Arrears.
Sillery.....	8,979 Superl Arpents 23rd Oct., 1699.....	All.....	To the estimated arrears as per Statement forwarded last year, amounting to \$167,240 49, added one year's revenue, viz., \$24,637 59, making together the sum of \$191,878 08, from which deduct \$30,320 61 rec'd in '63, leaving due, say \$161,557 47.
St. Gabriel.....	119,720 ..... 11th April, 1647.....	70,714 Superl Arpents.	
Notre Dame des Anges.....	28,224 ..... 17th Jan., 1652.....	All.....	
Belair .....	14,112 ..... 24th Nov., 1682.....	All.....	
Estates in Quebec.....	Not exactly known.		
Estates in Lauzon.....	2,140 .....	All.....	
Batiscan.....	282,240 ..... 13th March, 1659.....		
Cap de la Magdeleine.....	282,240 ..... 20th March, 1651.....		
Island of St. Christopher..	80 .....		
Coteau St. Louis.....	96 ..... 16th Feb., 1634.....	31 arpents as per plan..	
Pacheveni .....	about 3 ..... 16th Feb., 1634.....	2 1/2 " "	
Banlieu of Three Rivers...	575 ..... 8th August, 1634.....	All.	
Tadoussac.....	6 ..... 1st July, 1656.....		
Laprairie .....	56,448 ..... 1st April, 1647.....	53,712 .....	
N.B. General rate on all concessions to passing of Seigniorial amend't Act of 1856, 1 of Cens et Rentes per superficial arpent. Since 1856 from 40 to 50 cents per arpt. is charged, according to locality			

DEPARTMENT OF CROWN LANDS,  
Jesuits' Estates & Crown Domain Branch,  
Quebec, 31st January, 1864.

(Signed)

F. T. JUDAH,  
Clerk Jesuits' Estates.

the Honorable the Provincial Secretary, as required by the Act 16 Victoria, of Canada, Chapter 33, section 29).

Income for last year, and from what source.								Amount expended and for what purpose.	
Lods et Ventes	Cens et Rentes	Mills, Farms, &c.	Rentes foncierés & Constitué	Received on Jud'm'ts	Communion money	Timber dues and Ground Rent.	Total.		\$ c.
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.		
168 05	2 00	5283 72	513 25			5967 02		Law costs.....	57 12
40 24	64 10					104 34		Ag'ts' salaries & Com:	2287 28
8 34	63 75	10061 17	1922 80			12056 06		Ag'ts' disbursements.....	281 04
12 28		1178 67	35 59			12 28		Bal. net income.....	27694 27
	4 00					4 00			
81 37	209 56	605 48				1890 98	4505 10		
4 37	73 56	1639 78							
34 37	723 61	250 00		2087 81			3095 79		
							26958 85		
Agent's salary reimbursed*.....							3361 76		
							\$30320 61		\$30320 61

\* This amount is salary of J. B. Farin from date of his appointment as Seigniorial Commissioner in January, 1861, to 12th August, 1863, date of Order in Council cancelling his appointment as General Agent to collect arrears in these Estates.

(Signed,)

ANDREW RUSSELL,  
Assistant Commissioner.

(No. 17.)

RETURN to an Address of the Legislative Assembly, of the 10th September, 1863, for copies of papers relating to complaint against Didace Tassé, as Revenue Inspector and Coroner for the District of Iberville, and inquiry into the said complaint, and report thereof.

By command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
7th March, 1864.

(No. 18.)

RETURN to an Address from the Legislative Assembly to His Excellency the Governor General, dated the 16th April, 1863, praying His Excellency to cause to be laid before the House "Copies of all correspondence and papers relative to the dismissal of Mr. Harston, and other Postmasters in the County of Northumberland, by the late Postmaster General."

By command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
7th March, 1864.

(No. 18.)

RETURN in whole to an Address of the Legislative Assembly, dated 28th September, 1863, for information respecting Dismissals of Public Employés since 25th May, 1862, and those employed since.

By command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
22nd March, 1864.

(No. 18.)

RETURN to an Address from the Legislative Assembly to His Excellency the Governor General, dated the 17th instant, praying His Excellency to cause to be laid before the House "Copies of all papers and documents in the possession of the Government, having reference to the dismissal of Mr. Hammond from the office of Registrar of the County of Bruce; and also, of all applications, Orders in Council, and other documents having reference to the appointment thereto of Mr. John McClay."

By command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
Quebec, 24th March, 1864.

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

(No. 18.)

RETURN to an Address of the Legislative Assembly, dated 9th May, 1864, praying for the papers relative to the dismissal of John Sharples, Esquire, from his office as one of the Quebec Harbour Commissioners, and to the appointment to the same office of Joseph Hamel, Esquire; and also of all correspondence between the Government and the Quebec Harbour Commissioners, or any other parties, respecting the said appointment, and the construction of a Ballast Wharf by the said Harbor Commissioners; and also of the contract of that work with the Messieurs Peters; and for copies of the different Tenders made to the Commissioners for the said work.

By command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
Quebec, 11th May, 1864.

(No. 18.)

RETURN to an Address of the Legislative Assembly, dated 9th May, 1864, for Copies of papers relating to the dismissal of Mr. Bolduc from the office of Jailor for the District of Joliette.

By command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
16th May, 1864.

(No. 18.)

RETURN to an Address from the Honorable the Legislative Council to His Excellency the Governor General, dated the 23rd September, 1863, praying His Excellency to cause to be laid before the House "A copy of the Cash Book, and of all papers that will tend to show the state of the account of Thomas Cotton, late Collector of Customs at Port Credit, with the Government at the time of his dismissal from office; also, a statement of any money paid to him by the Government, and for what service, since his dismissal."

By command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
Quebec, 28th May, 1864.

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

(No. 18.)

RETURN to an Address from the Honorable the Legislative Council to His Excellency the Governor General, dated the 13th instant, praying His Excellency to cause to be laid before the House "Copies of all correspondence between the Minister of Finance and the Collector of the Port of Belleville, "in reference to the removal of Philip J. Roblin from Shannonville to the "Railroad Depot at Belleville; also, copies of all correspondence in reference to the removal of Mr. Beamish from Wolf Island to Belleville, and "his removal thence to Shannonville; also, copies of the Order of the Finance "Minister dispensing with the duties of an officer at Shannonville, the dismissal of Mr. Roblin, who had been transferred to Belleville, and the retention of Mr. Beamish, who was in charge at Shannonville, together with "copies of the Inspector's Report thereon, as well as copies of all correspondence between Mr. Roblin and the Departments since the 1st August, 1863, "in reference thereto."

By command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
Quebec, 31st May, 1864.

(No. 18.)

RETURN to an Address from the Legislative Assembly to His Excellency the Governor General, dated the 30th ult., praying His Excellency to cause to be laid before the House "Copies of all Orders in Council, reports, correspondence, and other papers connected with the dismissal of Mr. Talfourd, "Superintendent of Indian Affairs in the Western District; also, copies of "all Orders in Council, reports, correspondence, and other documents connected with the appointment, or proposed appointment, of Mr. McKenzie, "or any other person, to the said office."

By command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
Quebec, 16th June, 1864.

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

No. 19.

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 28th Sept., 1863; For information respecting Expenses for Improvements of Navigation in the Province, and Revenue therefrom.

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE,  
7th March, 1864.

RETURN to an Address from the Honorable the Legislative Assembly (28th Sept., 1863), for a detailed statement showing the sums of money expended in each year since the Union, for the Improvement of the Navigation, and for Piers and Harbours in the various Rivers and Lakes in this Province; and also the sums of money received as Tolls or Fees from Vessels navigating such Rivers or Lakes, from leases of Ferries thereon, or other sources.

EXPENDITURE.

Year	For the construction of Lake Huron, &c.	Deepening the St. Clair Flats.	Improvements on the River Thames.	For the construction of Rondeau Harbour	For the construction &c., of Port Stanley.	For the construction &c., of Port Dover Harbour.	For the construction and repairs of the Welland Canal.	For the construction and repairs of the Ville Harbour.	For the construction &c., at Toronto Harbour.	For the construction of Whitby Harbour.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1841	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1842	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1843	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1844	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1846	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1847	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1848	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1852	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1853	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1854	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1855	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1856	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1857	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1858	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1859	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$94462 63	19984 45	3813 27	40287 02	140569 90	16292 89	3718663 08	6462 80	9361 90	19171 49

RETURN to an Address from the Honorable the Legislative Assembly, for a detailed statement shewing the sums expended in each year since the Union, for the improvement of Navigation, &c.—Continued.

EXPENDITURE.

	For the construction and repairs of Port Hope Harbour.	For the construction and repairs of Cobourg Harbour.	Improvements on the River Trent, Sugar's Lock, Bobcaygeon Dams, &c.	Pier, &c., at Presqu'ile, Dredging, &c., at Picton.	For the construction and repairs of the St. Lawrence Canals.	Deepening River aux Raisins.	For the construction and repairs of the Junction Canal.	For the construction and repairs of St. Anne's Lock, &c.	For the improvement of the navigation of the Ottawa, Chats Canal, &c.	For the Ordnance Canals, Long Island, &c.	Rideau and Ottawa Canal.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1841			5104 50					19035 44			
1842			37464 05		356620 78			27041 63			
1843			104873 15		567054 40			31548 45			
1844					17312 62			2196 67			
1845		41519 55	86237 72					572 00			
1846		480 44	18320 17		248070 08						
1847			10404 67		398963 94						
1848			13050 18		153174 23	376 00		1903 72			
1849					4051 32						
1850		118 07	80 40	240 00	189346 50	Expenditure on the St. Lawrence Rapids.	1366 07	41 14			
1851		499 87		802 00	160041 15			1086 63			
1852			1400 00		219011 45			464 50			
1853			6596 38		220371 87			122 97			
1854			3637 80		131881 30			35 92	24978 05		
1855	12625 06		43668 83		182090 15		25325 84	50 85	64217 14		
1856	16000 00		36783 15		123317 32		36372 54	4174 25	40913 24		
1857	11475 00		41327 38	305 50	43866 54	5071 87	53168 50	11795 74	91850 57		
1858			16140 40	737 53	63809 84		23929 07	14006 57	16610 85		
1859			7640 10	113 25	20398 58	384 61	19524 78	3425 17	129103 40	20667 41	3084 52
1860			2325 55	346 50	44694 47		30 00	1566 42	200 00	599 77	9240 30
1861			1322 23	2382 42	25863 73		30 00	4005 16	2802 34	4063 86	6503 86
1862			871 08	3313 80	29425 98			1758 29		36366 17	4160 90
Total	\$40000 00	42617 93	437367 79	8241 00	3199365 28	5832 48	168977 20	124781 57	370035 40	68723 39	31695 50

EXPENDITURE.

	\$	cts.	For the construction and repairs of the Lachine Canal.	Improvements in Lake St. Peter.	For the construction and repairs of Piers below Quebec.	For the construction and repairs of the Chambly Canal, St. Urs' Lock, Richemonts, &c.	For opening the Riv. Ver Sagueny from St. Johns to Chicoutimi.	For public improvements and damages, do.	For the construction and repairs of Light-houses, C. D.	For the construction and repairs of Light-houses, C. W.	For the erection &c. of Light-houses, locality not specified.
1841.....				1510 00				5348 48			
1842.....	25220	37		44113 35		31248 50			7200 00		
1843.....	3825	41		76472 22		25533 72			8000 00		
1844.....	3200	00				160 00					
1845.....	9513	78				53657 97					
1846.....	32701	24		15423 77		2199 97					
1847.....	51412	65		17931 55		6626 62					
1848.....	7750	07		2285 97		218 80		200 00			175 28
1849.....	1727	67		1180 30		38795 07		20236 90			3995 75
1850.....	2961	55		745 88		54856 77		61572 98			444 12
1851.....	3641	60				8796 04					188 38
1852.....	12912	04			50746 72	8796 04					792 50
1853.....	23260	55			35244 02	5407 13					4643 85
1854.....	28691	25		540 00	331056 05	5127 02					2738 25
1855.....	75530	74		9115 88	110111 70	5615 87		140774 90			15427 80
1856.....	45129	75		21000 00	74272 32	12967 72					54561 64
1857.....	4112	27		20000 00	25695 98	20764 35					
1858.....	25374	99			6422 63	13733 79					
1859.....	13333	27			369 77	8866 88	14553 92				
1860.....	18839	30		126000 00		13643 19	10145 38				
1861.....	30314	71		126000 00		11777 43					
1862.....	3761	72			3323 33	11074 67					
Total.....	\$13500	11.	559557 23	474371 72	641089 72	329701 51	24499 30	108166 98	631575 71	492251 60	106498 49



RETURN to an Address from the Honorable the Legislative Assembly, for a detailed statement shewing the sums expended in each year since the Union, for the Improvement of Navigation, &c.—Continued.

REVENUE.

	Rents of Ferries.	From the Rondeau Harbour.	From Port Stanley Harbour.	From Port Dover Harbour.	From Port Colborne Harbour.	From Dunville Harbour.	From Midland Harbour.	From Dalhousie Harbour.	From Oakville Harbour.	From Toronto Harbour.	From Windsor or Whitley Harbour.	From Port Hope Harbour.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1841	61 00	.....	429 37	.....	.....	.....	1179 31	.....	1179 31	2219 95	.....	2400 00
1842	821 00	.....	2498 21	.....	.....	.....	1165 12	.....	1536 28	2516 50	.....	2400 00
1843	372 00	.....	3616 91	.....	.....	.....	1536 28	.....	1891 53	2287 00	.....	1200 00
1844	342 09	.....	4308 20	.....	.....	.....	1891 53	.....	2036 82	2818 74	.....	2750 00
1845	500 00	.....	2991 59	5 47	37 31	13 65	1891 53	120 68	2636 82	3664 18	712 50	1550 00
1846	3199 40	101 72	4406 72	1045 07	.....	228 36	2036 82	176 85	2226 87	3210 72	1888 68	2400 00
1847	1506 00	56 97	9626 12	786 27	.....	136 31	2407 82	170 95	2407 82	3517 48	1821 23	.....
1848	1606 25	147 82	4186 48	1610 70	.....	136 31	2582 67	133 45	2582 67	2945 34	1823 15	.....
1849	700 50	135 28	3459 47	2313 14	.....	136 31	3374 68	123 00	3374 68	3221 87	2883 81	.....
1850	3680 07	114 00	3770 47	2759 63	.....	222 94	1458 35	123 00	1458 35	4563 94	1999 07	.....
1851	1933 50	174 37	4863 18	695 87	2 22	.....	157 65	78 02	1458 35	5 90	2010 00	.....
1852	2634 24	1561 00	5650 88	3800 00	.....	.....	157 65	135 05	.....	.....	6030 00	.....
1853	3041 75	740 00	8117 37	2081 00	.....	.....	157 65	135 05	.....	.....	6030 00	.....
1854	.....	320 00	4455 18	.....	.....	.....	157 65	111 30	.....	.....	3840 00	.....
1855	2027 00	700 00	5252 45	.....	.....	.....	1920 00	61 00	.....	.....	3840 00	.....
1856	2051 00	680 00	4651 45	2736 00	.....	.....	1920 00	23 25	.....	.....	3020 00	.....
1857	1825 50	.....	3588 95	.....	.....	.....	1710 00	40 00	.....	.....	1710 00	.....
1858	665 60	.....	2809 10	.....	.....	.....	35 58	49 50	.....	.....	5727 00	.....
1859	283 90	.....	3956 87	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1861	125 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$31948 48	4734 16	70639 16	18776 15	39 56	734 71	22717 53	1428 88	30331 62	33865 47	10300 00	.....

REVENUE.

	TOLLS ON THE CANALS.										From the River Trent.	Repayment for land not specified.	Received from sale of Str. St. Peter.	
	From Cobourg Har- bour.	Welland.	Burlington Bay.	St. Lawrence and Lachine	St. Anne's Lock.	Chambly Ca- nal and St. Ours Lock.	Rideau and Ottawa.	Carillon and Grenville.						
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1841	960 00	.....	5853 09	56527 98	.....	211 55	.....	.....	.....	.....	.....	.....	.....	.....
1842	8760 28	.....	8568 57	65288 75	.....	286 07	.....	.....	.....	.....	.....	.....	.....	.....
1843	5038 74	.....	7873 05	29288 43	2475 21	1400 04	.....	.....	.....	.....	.....	.....	.....	.....
1844	4506 61	.....	11732 01	35748 98	6243 11	1308 41	.....	.....	.....	.....	.....	.....	.....	.....
1845	2877 28	.....	12249 45	23332 89	6105 59	701 67	.....	.....	.....	.....	.....	.....	.....	.....
1846	4450 10	.....	122199 54	61502 90	3826 56	1907 74	.....	.....	.....	.....	.....	.....	.....	.....
1847	1765 02	.....	19093 70	33670 02	5975 95	953 60	.....	.....	.....	.....	.....	.....	.....	.....
1848	1773 10	.....	9814 52	58158 85	3778 88	1744 28	.....	.....	.....	.....	.....	.....	.....	.....
1849	1863 95	.....	10471 34	63793 54	3669 10	7430 27	.....	.....	.....	.....	.....	.....	.....	.....
1850	960 00	.....	14717 23	81572 37	3229 32	11837 80	.....	.....	.....	.....	.....	.....	.....	.....
1851	960 00	.....	201841 34	91250 42	2807 45	7640 45	.....	.....	.....	.....	.....	.....	.....	.....
1852	1440 00	.....	233093 32	80777 27	3093 68	7784 67	.....	.....	.....	.....	.....	.....	.....	.....
1853	.....	.....	26915 00	102410 77	3703 10	8644 52	.....	.....	.....	.....	.....	.....	.....	.....
1854	960 00	.....	208904 30	110109 54	4264 94	6807 62	.....	.....	.....	.....	.....	.....	.....	.....
1855	.....	.....	223639 94	74791 60	4389 18	10423 85	.....	.....	.....	.....	.....	.....	.....	.....
1856	.....	.....	275081 93	85318 85	5058 68	10804 37	.....	.....	.....	.....	.....	.....	.....	.....
1857	.....	.....	239212 65	14826 18	4549 67	12485 43	.....	.....	.....	.....	.....	.....	.....	.....
1858	.....	.....	228629 65	79072 64	4958 41	11674 38	.....	.....	.....	.....	.....	.....	.....	.....
1859	5210 47	.....	14358 95	72866 06	5659 17	16520 59	.....	.....	.....	.....	.....	.....	.....	.....
1860	.....	.....	160720 00	21546 52	504 43	19308 30	.....	.....	.....	.....	.....	.....	.....	.....
1861	.....	.....	241775 94	29159 13	12 00	10540 35	.....	.....	.....	.....	.....	.....	.....	.....
1862	.....	.....	280278 62	22406 14	.....	13081 06	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$39534 65	.....	3685926 57	1362862 02	74304 23	164400 49	67707 59	600 32	40 00	1184 18	10082 01	.....	.....	.....

W. W. DICKINSON,  
D. I. G.

FINANCE DEPARTMENT,  
Quebec, 14th January, 1864.

[No 20.]

RETURN to an Address from the Legislative Assembly, dated 10th October, 1863, for "Information respecting Surveys of Public Lands, by D. Sinclair "and I. L. P. O'Hanley, Esquires."

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
Quebec, 7th March, 1854.

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

[No. 21.]

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 7th March, 1864, for "Copies of Papers relative to the transfer of the Provincial Accounts from the Bank of Upper Canada to the Bank of Montreal."

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
9th March, 1864.

*Copy of Orders in Council and Correspondence relative to the transfer of the Provincial Accounts from the Bank of Upper Canada to the Bank of Montreal, &c., &c.*

(Copy.)

BANK OF UPPER CANADA,  
Montreal, 7th Nov., 1863

Hon. L. H. HOLTON, Minister of Finance, Montreal:

SIR,—With reference to the conversation which I had with you and Mr. Receiver General Howland, yesterday, I have to state that this Bank is prepared to provide funds to pay the Government twelve months' Debentures due 1st proximo, amounting to between \$600,000 and \$700,000.

The Bank is also prepared to purchase from the Provincial Government of Canada five per cent. debentures to extent of \$1,500,000, payable three years after date, to be taken at such rate of discount as will yield to the Bank six per cent. per annum on the loan. The proceeds of such debentures to be deposited in London, with the agents of the Provincial Government, on or before first January next—exchange to be calculated at the current rate of the day on which the payment is made.

In providing for the redemption of debentures falling due 1st December next, it is understood that the exchange on London for £100,000 sterling, agreed to be delivered to the Government on 13th Nov. and 11th Dec., will not be required.

The prompt manner in which the Bank has, at all times, met the requirements of the

public service, leads me to hope, that no desire will be evinced by the present Executive Government of Canada to disturb those relations between the Bank and the Government, which have been, at all events during my connection with the Bank, so conducive to the best interests of the Province.

It is desirable that the debentures should be in my possession at as early a period as possible, to enable me to leave for England without delay.

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

ROBERT CASSELS,  
Cashier.

(A true Copy.)

WILLIAM DICKINSON, D. I. G.

(Copy.)

MONTREAL, Nov. 7th, 1863.

SIR,—I acknowledge the receipt of your letter of this day's date, handed me by yourself this morning.

I think it right to state the circumstances that led to your making the proposal contained in your letter.

As you are aware, much of the inconvenience to which I am exposed in making provision for the public engagements, arises from the position of the Bank of Upper Canada—its inability to meet demand drafts for the large balance it owes the Government, and its consequent inability to perform any of the more important functions of fiscal agent of the Province. You are also aware that I have considered it exceedingly undesirable that the Province should seek further loans in England, until an annual revenue equal to our annual liabilities shall be provided by the Legislature, and that I have consequently felt it to be my duty to endeavor to raise a sufficient amount of money in this country to enable us to meet our engagements for at least six months to come. This I have succeeded in accomplishing, as I intimated to you yesterday, although you have known for weeks what the wants of the Government are, and what its policy is as respects the avoiding for the present of loans in England. It was not until I told you of the arrangements I had in view in other quarters, that a suggestion of your ability to aid us was offered. You then, to wit, yesterday, said you could do all for us as respects a new loan, that another party was prepared to do—although it was the inability of the Bank (for which, certainly, you are in no wise responsible) to pay the Government the existing balance, including the £100,000 sterling bill, that rendered a new loan necessary at all. Your object, I presume, indeed you avowed it was, to shew that there was no occasion to remove the Government account from the Bank of Upper Canada, as I had intimated would be done on the 1st of January next, and which you strongly deprecated, whereas, to my mind, the necessity for that step arose out of the very circumstances that had rendered a new loan necessary, namely, the inability of the Finance Minister to command the cash balances in the hands of the Government Bank. Besides, as I frequently stated to you during our several interviews, the control of the Government accounts is an important financial resource, of which the Finance Minister ought not, in my judgment, to be deprived.

I avail myself of this opportunity to repeat what I so often stated to you verbally, in the course of our protracted interviews, that in deciding upon the change to be made in the Government account, motives of public policy alone influenced the Members of the Government, all of whom, I am persuaded, entertain no other than the most friendly feelings towards the Bank of Upper Canada.

The reasons, founded on public policy, for the step, I endeavored to explain to you fully and frankly, and you will pardon me if I say they were hardly met, and certainly were not successfully controverted by you. You deprecated the change as injurious to the Bank, but could not deny the validity of those public considerations which must alone sway the conduct of Ministers. You very properly urged that if the change were made, as much consideration as possible should be shewn the bank in the adjustment and liquidation of existing balances, and I repeat the assurance I gave you verbally, that on those

points I am disposed to recommend the utmost liberality compatible with a proper regard to the rights and interests of the public.

Your most obedient servant,

(Signed,) L. H. HOLTON,  
Minister of Finance.

R. CASSELS, Esq.,  
Cashier, Bank of Upper Canada.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

BANK OF UPPER CANADA,  
Toronto, 12th Nov., 1863.

Hon. L. H. HOLTON,  
Minister of Finance, Montreal.

SIR,—I beg to inform you, that at a meeting of the Board of this Bank on Tuesday last, 10th inst., a Committee was appointed to meet you, to arrange respecting the balance of the Government account.

The Committee propose leaving Toronto on Wednesday evening, 18th inst., and will wait on you on the Thursday following, if that will suit your convenience, and at any hour you may name.

I have the honor to be, Sir,

Your obedient servant,

ROBT. CASSELS, Cashier.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

By Telegraph

ROBERT CASSELS, Esq., Toronto.

Will meet you at Quebec this week, or in Montreal next week.

MONTREAL, 16th Nov., 1864.

L. H. HOLTON.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

BANK OF UPPER CANADA,  
Toronto, 21st Nov., 1863.

DEAR SIR,—Messrs. Howland, Street, Wallbridge and I, intend to leave for Montreal on Tuesday evening, 24th inst.

I hope it will suit your convenience to meet us on Wednesday next; of course at any hour you may desire to name

Your very obedient servant,

ROBT. CASSELS, Cashier.

Hon. L. H. HOLTON, Montreal.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

BANK OF UPPER CANADA,  
Montreal, 25th Nov., 1863.

To the Hon. the Finance Minister:

SIR,—The Government having decided upon removing their account from this Bank to the Bank of Montreal, on the first day of January next, it becomes necessary to make arrangements for the settlement of the balance due to the Government. The Bank has ample means to meet all its liabilities, but as a large portion of its assets consists of real estate, debentures and other assets, which it would be inconvenient and difficult to realize at once, and it is desirable also to continue reasonable accommodation to its customers, we deem it advisable to make the following proposition for liquidation of the sum now at the Government credit, and for the disputed claims of the Sterling Bill of £100,000, and the Zimmerman Bank debt—payment of the former being assumed by the Bank at £100,000 sterling, and the latter claim abandoned. The amount now at special deposit, \$220,000, to be paid in equal sums on the 11th June and 11th December, 1864, by bills of exchange on England at the current Bank rate of exchange in Montreal. A balance of \$1,286,666.66 (including the bill for £100,000 sterling), to remain at credit of the Government

without interest, till 1st July, 1864; at 3 per cent. per annum from that date; for three years; at 4 per cent. per annum for two years from 1st July, 1867, and at 5 per cent. per annum from 1st July, 1869. The debt to be paid off by instalments of \$50,000, half-yearly, the first whereof shall become due and payable on 1st July, 1865. The Bank to have the option of paying these instalments by bills of exchange on England at the current Bank rate of exchange in Montreal.

This arrangement will relieve the stockholders from all anxiety, and quiet any apprehension that might otherwise arise in the public mind.

We have the honor to be, Sir,

Your obedient servants,

(Signed,) THOMAS C. STREET, } Directors.  
L. WALLBRIDGE, }

(Signed,) ROBERT CASSELS, Cashier.

P.S.—The interest on the unpaid balance to be paid half-yearly, on 1st January and 1st July in each year

(Signed,) T. C. S., } Directors.  
L. W., }

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

R. C., Cashier.

MONTREAL, 26th November, 1863.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter, of yesterday's date, applying on behalf of the Bank of Upper Canada to be allowed, in consequence of the loss and inconvenience that would arise from so hasty a realization of its assets as would be necessary to enable it to meet an immediate or early demand for the whole amount in which it is indebted to the Government, to spread the payment thereof over a series of years.

In consideration of this application being complied with, and of the low rates of interest mentioned by you being accepted for the first five years, you propose that the Bank shall waive the claims it has heretofore advanced in respect of the bill of the Grand Trunk Company for £100,000 sterling, and of the liability assumed by the Bank, in passing to the credit of the Government, the balance of Public deposits held by the Zimmerman Bank.

Although, as the Receiver General and I have repeatedly stated to you, the Government cannot admit the validity of either of these claims, they yet felt that the circumstances surrounding the origin of the transactions themselves, might fairly be urged, in support of an application for some consideration in adjusting so much of the balance, as is represented by the amount of these transactions. The main, if not the only ground, however, on which we could consider the application of the Bank for so large a measure of forbearance and favor as was sought by you, had reference to the position of the Bank, and its inability, without seriously crippling its operations, to pay the amount due the Government, unless terms as favorable as those indicated by you were accorded; and you will remember, that throughout our conferences, you have uniformly and explicitly urged this view on our attention. On no other basis could we, in point of fact, justify ourselves for consenting to leave a large amount of public money in the hands of a private corporation, subject to a rate of interest below that paid by the Government for its own borrowings.

Considering the important public interests that are involved in the maintenance of the stability and the credit of an old and valuable monetary institution like the Bank of Upper Canada, the Receiver General and I are disposed to recommend your application to the favorable consideration of the Government, on being informed by you that I have correctly stated the grounds on which it was urged, in our several personal interviews with you.

I have the honor to be, Gentlemen,

Your most obedient servant,

L. H. HOLTON.

Minister of Finance.

THOMAS STREET, Esq., ) Directors  
Hon. L. WALLBRIDGE, { Bank of Upper Canada.  
ROBERT CASSELS, Cashier, " "

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

BANK OF UPPER CANADA,  
Montreal, 26th Nov., 1863.

To the Hon. the Minister of Finance :

SIR,—We have received your letter of this day's date, and beg to state that the view taken by you relative to the settlement of the balances due by this Bank is acquiesced in by us, and we have to request that the arrangement may be carried into effect without further delay.

We have the honor to be, Sir,  
Your obedient servants,  
THOMAS C. STREET, } Directors.  
L. WALLBRIDGE, }

(A true Copy.)  
WILLIAM DICKINSON, D. I. G. ROBERT CASSELS, Cashier.

OFFICE MINISTER OF FINANCE,  
Quebec, 11th Dec., 1863.

SIR,—I have the honor to transmit herewith, a copy of a Minute of Council on the application of the Bank of Upper Canada, to be allowed to liquidate by instalments spread over a series of years, its indebtedness to the Government, the total amount of which indebtedness it was proposed should be reduced by the first of January next to \$1,486,666.66, including the Grand Trunk Bill for £100,000 sterling.

You will observe there is a discrepancy of \$20,000 between the amount of the balance (irrespective of the special deposit of \$220,000,) as stated in the letter of application of the 26th November, and in the Minute of Council, being stated at \$1,286,666.66 in the former, and at \$1,266,666.66 in the latter. The latter is, of course, the correct amount.

It was proposed that the balance in the hands of the Bank, exclusive of the Grand Trunk Bill, should be.....\$1,000,000 00  
Add Grand Trunk Bill..... 486,666 66

	\$1,486,666 66
Special deposit, defrayable in 1864.....	220,000 00
	\$1,266,666 66
Balance as stated in Minute of Council, after providing for payment of special deposit.	

I have the honor to be, Sir,  
Your obedient servant,  
L. H. HOLTON,  
Minister of Finance.

ROBERT CASSELS, Esq., Cashier,  
Bank of Upper Canada, Toronto.

(A true Copy.)  
WILLIAM DICKINSON, D. I. G.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 5th December, 1863.*

The Committee have had under consideration a memorandum, dated 7th inst., from the Hon. the Minister of Finance, submitting a copy of a correspondence he has had with Messrs. Street, Wallbridge and Cassels, acting on behalf of the Bank of Upper Canada, relative to the adjustment and repayment of the balance of the public money held by that institution.

It appears that those gentlemen propose—

1st. That the Bank shall abandon the pretensions it has heretofore advanced as to its non-liability for a certain bill of exchange of the Grand Trunk Company, endorsed by the Bank, and now held by the Government, for £100,000 sterling.

2nd. That the Bank shall also abandon its pretensions as to its non-liability for the balance of public deposits transferred from the Zimmerman Bank to the Bank of Upper Canada, in 1857.

3rd. That the balance due the Government, inclusive of the bill for £100,000 stg., and exclusive of the special deposit of \$220,000, shall be reduced, on or before the 1st day of January next, to \$1,266,666.66, which sum shall remain at the credit of the Government until the 1st day of July, 1864, without interest.

4th. That the special deposit of \$220,000, with the accruing interest thereon, shall be paid in equal sums, on the 11th June and the 11th December, 1864, by bills of exchange on England, at the current rate of exchange in Montreal.

5th. That the balance of \$126,666.66, shall be paid off by half-yearly instalments of \$50,000 each, the first whereof shall become due and payable on the 1st July, 1865; the Bank to have the option of paying these instalments by bills of exchange on England, at the current Bank rate of exchange in Montreal; Interest on the whole amount remaining unpaid to be payable by the Bank half-yearly, on the first day of January and July in each year, at the rate of 3 per cent. per annum for three years, from the 1st July, 1864; at the rate of 4 per cent. per annum for two years, from the 1st July, 1867; and at the rate of 5 per cent. per annum from the 1st July, 1869.

The Minister of Finance states that for the reasons and considerations set forth in the letter of Messrs. Street, Wallbridge and Cassels, of the 26th November, and in his Mr. Holton's reply thereto, of the 27th of the same month, he recommends that the proposals made on behalf of the Bank, as above recited, he assented to, subject to a reservation of all the rights of the Crown—and to the further reservation—that the Government may, at any time, demand the payment of the whole amount of the debt, if circumstances connected with the condition of the management of the Bank should, in the opinion of the Government, render that course necessary or expedient, in order to protect the interests of the public in respect of the liquidation of the debt due to the Government—or if the Bank should fail in the punctual payment either of any of the instalments of the principal of the debt or of the interest accruing on the same.

The Committee concur in the recommendation of the Minister of Finance, and advise that the arrangement with the Bank of Upper Canada, above proposed, be assented to—with the reservations suggested by him.

(Certified.)

(Signed,)

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

To the Honorable

The Minister of Finance,

&c., &c., &c.

[A true Copy.]

WILLIAM DICKINSON, D.I.G.

BANK OF UPPER CANADA,

Toronto, 24th Dec., 1863.

The Hon. the Minister of Finance, Quebec.

SIR,—I have the honor to acknowledge the receipt of your letter of the 11th inst.; enclosing copy of an Order in Council relative to the settlement of the Government account.

I beg to call your attention to the following paragraph, viz:

“And to the further reservation that the Government may, at any time, demand the payment of the whole amount of the debt, if circumstances connected with the condition or the management of the Bank should, in the opinion of the Government, render that course necessary or expedient, in order to protect the interests of the public in respect of the liquidation of the debt due to the Government.”

When Messrs. Street, Wallbridge and myself had the honor of meeting the Hon. the Receiver General and yourself, in Montreal, for the purpose of arranging the terms on which the deposits held by the Bank should be repaid, such a reservation as the above was not mentioned, and I cannot suppose that the Provincial Government now desire to



impose a condition of so stringent a character without the consent of the parties representing the Bank.

I am therefore, desired by the Board of Directors to express their regret that this paragraph has been introduced into the Minutes of Council, and to request that it may be cancelled. They consider it unnecessary and likely to be prejudicial to the interests of the Bank.

I have the honor to be, Sir

Your obedient servant,

(Signed,)

ROBERT CASSELS,

Cashier.

[A true copy.]

WILLIAM DICKINSON, D. I. G.

QUEBEC, 8th January, 1864,

SIR—My absence from Quebec has prevented an earlier reply to your letter of the 24th ult.

In assenting to the extremely indulgent terms sought by the Bank of Upper Canada, for the liquidation of its debt to the Government, His Excellency's advisers considered it to be their duty to guard the public interests against possible, though improbable contingencies, by the reservation quoted by you from the Order in Council of the 8th Dec.

There need be no apprehension that the right reserved will ever be acted upon without sufficient cause.

If such unforeseen circumstances as would justify the exercise of the right should unfortunately arise, the possession of it by the Government, would of course be desirable. I cannot therefore recommend compliance with your request, "that the reservation in question should be cancelled."

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

L. H. HOLTON,

Minister of Finance.

R. Cassels, Esq.,

Cashier Bank of Upper Canada,  
Toronto.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

OFFICE MINISTER OF FINANCE.

Quebec, November 21st, 1864.

E. H. KING, Esq.,

General Manager Bank of Montreal,  
Montreal.

SIR—I have the honor to enclose a copy of the Minute of Council adopted on the 19th inst., sanctioning the sale of the Bank of Montreal negotiated by me on behalf of the Government of Provincial Debentures for \$1,500,000, and confirming the arrangement whereby the Bank is to become, on the first of January next, the sole Banker and Fiscal Agent of the Government within the Province, and is to conduct thereafter, on the terms recited in said Minute of Council, the Banking account of the Government.

The Debentures are in process of preparation, and will be delivered to the Bank by the Receiver General as soon as they can be got ready. You may, therefore, if you please, at once place to the credit of the Receiver General, the proceeds of the entire loan, of which, as you are already aware, about \$750,000 will be required to redeem the small Debentures, maturing mainly on the 1st and 11th of next month,—and a further sum of about \$250,000, in sterling exchange, for remittance to England, about the 10th of next month. The remainder will be drawn as required, for the ordinary purposes of the public service.

All the officers of the Government throughout the Province, who either collect or disburse public money, will receive timely instructions to transfer their accounts to the Bank of Montreal on the 1st January, and the Receiver General, or an officer of his department

will, at an early day, confer with you respecting the forms of vouchers, the manner of making returns, and all other necessary details connected with the proper working, both of the principal account which will be kept in the name of the Receiver General and of the minor accounts of the other departments, and the various subordinate officers of the Government.

From my own observation, and the best information I have been able to obtain since my appointment to office, I am convinced, that for the convenient management of the public finances, a working balance—seldom running below \$400,000 to \$500,000—should be kept at the credit of the Receiver General.

Owing, however, to circumstances, with which you are well acquainted, and to which it is unnecessary more particularly to advert, a good deal more than a legitimate working balance must remain for a considerable period in the hands of the Bank of Upper Canada, and some time will necessarily elapse before such a balance, as I think the Minister of Finance should aim at keeping, under ordinary circumstances, at his disposal, can be accumulated by the natural movement of the public account.

While I hold that it should be the aim of the Minister of Finance,—and I am persuaded that it will be the aim of every prudent Minister of Finance—to prevent the cash balance at his disposal from being permanently, or often below the amount I have mentioned above, the Government must, equally with any other customer of a Bank, be free to withdraw the whole of its funds, whenever they may be required for the public service,—for the very object of keeping a balance is to have it to use when occasion arises.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

L. H. HOLTON,

Minister of Finance.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 19th November, 1863.*

The Committee of the Executive Council have given their earnest consideration to the annexed memorandum from the Honorable the Minister of Finance, having reference to the expediency of raising, within the Province, the amount required by him to meet the wants of the public service, until Parliament shall have adopted means for adequately increasing the Provincial revenue, and suggesting the propriety, under the circumstances mentioned by him, of appointing the Bank of Montreal as the Fiscal Agent of the Province under certain conditions enumerated in the said annexed memorandum; and they respectfully report their concurrence in the recommendations of the Finance Minister, and I submit the same for Your Excellency's approval.

[Certified.]

(Signed,)

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

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

#### MEMORANDUM.

The undersigned, having had occasion to consider the steps to be taken to raise by way of loan the sum of \$1,500,000, required to make provision for the wants of the public service, and for the maintenance of the public credit, came to the conclusion that, pending the adoption by Parliament of measures for adequately increasing the Provincial revenue, it is in all respects desirable that whatever money is required should, if possible be raised in the Province rather than by a resort to further loans in the English market.

The necessity for a loan at this moment having arisen mainly from the inability of the Minister of Finance to command freely the use of the large balance of public money held by the Bank of Upper Canada, the undersigned was further led to consider whether the public interests would not be promoted, and whether the financial operations of the

Government would not be greatly facilitated by securing the services, as the fiscal agent of the Government in the Province, of a Bank possessing ampler resources than the Bank of Upper Canada.

With a view to the accomplishment of both objects, viz : obtaining the required loan within the Province, and placing at the disposal of the Government the services of a fiscal agent capable of rendering efficient aid to the Government in all important financial transactions, for which occasion may arise, the undersigned opened negotiations with the Bank of Montreal, an institution possessed of much larger resources than any other Bank in the Province. These negotiations have resulted in the following arrangement being assented to by the Bank and by the undersigned, subject to the approval of His Excellency in Council :—

1st. The Bank is to purchase, at 98 per cent., Provincial Debentures for \$1,500,000, payable in three years from their date, on the second day of November inst., and bearing interest, payable semi-annually, at the rate of five per cent. per annum.

2nd. The Bank is to be, from and after the first day of January next, the sole Banker and fiscal agent of the Government in the Province, on the following terms :—

TO-WIT :

1st. The Bank shall receive deposits of public moneys from public officers throughout the Province, at or near the places where the said moneys may be collected by the said officers, and shall avail itself for that purpose, when necessary, of other Banks or their agencies at places where the Bank of Montreal has no agencies of its own ; and shall carry all moneys so deposited to the credit of the Receiver General in the books of its branch at the Seat of Government, *at par*, without any charge for exchange, commission or agency.

2nd. The Bank shall disburse public moneys on the proper warrants at such places throughout the Province as may be required in the public interest and for the public convenience, debiting the Receiver General therewith in the books of its branch at the Seat of Government, *at par*, without any charge for exchange, commission or agency.

3rd. The Bank shall grant such vouchers for deposits, and take such vouchers for disbursements as the Receiver General may from to time direct.

4th. This arrangement may be terminated on three months' notice being given, either by the Government or the Bank, that its termination is desired by the party giving the notice.

The undersigned respectfully recommends that the sanction of His Excellency in Council be given to these arrangements. All of which is respectfully submitted.

(Signed,)

L. H. HOLTON,  
Minister of Finance.

FINANCE DEPARTMENT, 18th Nov., 1863.

[A true Copy.]

WM. DICKINSON, D. I. G.

BANK OF MONTREAL, HEAD OFFICE,  
Montreal, 24th November, 1863.

The Hon. L. H. HOLTON, Minister of Finance, Quebec.

SIR,—I have the honor to acknowledge the receipt of your letter of the 21st instant, enclosing a copy of the Minute of Council adopted on the 19th instant, sanctioning the sale to this Bank, negotiated by you on behalf of the Government, of Provincial Debentures, amounting to \$1,500,000, and confirming the arrangement whereby this Bank is to become, on the 1st day of January next, the sole Banker and Fiscal Agent of the Government within the Province, and is to conduct thereafter, on the terms recited in the said Minute of Council, the Banking account of the Government.

I note that the Debentures are in course of preparation, and will be delivered to the Bank by the Hon. the Receiver General when ready.

In compliance with your request, I have placed the sum of \$1,470,000 at the credit of the Receiver General, with this Bank, and shall furnish him with a certificate of deposit

therefor, being the equivalent of the Provincial Debentures for \$1,500,000, purchased at 98 per cent. I observe that about \$750,000 will be required on the 1st and 11th of December, for the redemption of small Debentures then maturing; that about \$250,000 will be required in sterling exchange, for remittance to England, about the 10th December, and the remainder will be drawn when needed for the ordinary purposes of the public service.

I shall, on or before the 10th December, remit to the Receiver General £50,000 sterling, which will, I presume, be as near the sum of \$250,000 as requisite.

I am obliged for the expression of your views regarding the probable working of the public account, and trust that the arrangement now entered into between the Government and this Bank will afford mutual satisfaction.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

E. H. KING, Gen. Manager.

[A true Copy.]

WILLIAM DICKINSON, D. I. G.

[No. 22.]

RETURN to an Address of the Honorable the Legislative Assembly, dated 7th March, 1864, for "Information respecting *Chemin de Marais*."

By Command.

A. J. FERGUSSON BLAIR,

Secretary.

Secretary's Office,  
10th March, 1863.

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

[No. 23.]

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 7th March, 1864, for "Correspondence with Dr. Beaubien, relating to "Medical Comforts in Montreal Jail."

By Command.

A. J. FERGUSSON BLAIR,

Secretary.

Secretary's Office,  
Quebec, 11th May, 1864.

[Translation.]

QUEBEC, January 8th, 1864.

SIR,—I have lately had before me a Report made by Mr. Tims, of the office of the Auditor of Public Accounts. In it mention is made of considerable overcharges in the accounts of the Keeper of the Montreal Gaol, and of serious irregularities in the manner of supplying the articles designated as "medical comforts" to the prisoners.

Your signature at the first of these accounts was, no doubt, intended to certify that the articles charged in the accounts were furnished by your orders, and not to sanction the prices charged; a thing which you refused to do on a former occasion.

In order to avoid any false construction in future, you will do well to appeal to any accounts which you may be called on to certify, as physician to the gaol, a special certifi-

cate, shewing clearly what it is that you intend to sanction, and drawing the attention of the sheriff to any matter which may appear to you irregular or incorrect.

As to the prescriptions which you make hereafter, relating either to the diet or the medicines for the prisoners, you will be pleased to take care that they shall be entered in the prescription book with greater regularity and precision than they have been so entered hitherto; and to the end that there may be no error, you will please to sign, or mark with your initials, every such prescription every day in the book in which they are entered. You will please also not to order any but the ordinary prison diet, except in cases in which the state of the prisoners may seem to you to render it absolutely necessary. Such prescriptions, also, ought to be made for a specified time, to be renewed, and not until they are directed to be discontinued.

I have the honor to be, sir,  
Your very obedient servant,  
(Signed,) A. A. DORION,  
Atty. Gen., L. C.

MONTREAL, January 16th, 1864.

Honorable A. A. Dorion,  
Attorney General, &c.

SIR,—I have had the honor to receive the letter addressed to me respecting the gaol accounts, and relating to the articles furnished, by my orders, to the prisoners, as medical appliances. They are very numerous; but the sick who required them were much more numerous than in ordinary years, during the whole period mentioned in the report submitted to you. There was always a large number of insane who necessarily required the appliances stated. I certified that they had been furnished, as far as I was able to establish the fact by the data which I could command; but I never intended to allude either to the price paid for them, or for their quality.

There will now be two books; one of which will always be about me every day. This will contain all that I order, and will be signed by me. In the other, everything contained in the first will be copied, and this will remain in the office. In this way, all errors will be avoided. I am very desirous that the prices of articles, which I have to prescribe, may be fixed.

I have the honor to be, sir,  
Your very obedient servant,  
(Signed,) PRÉ. BEAUDIEN.

[No. 24.]

RETURN to an Address of Honorable the Legislative Assembly, dated 7th March, 1864, for "Information respecting Allowance to Township of Callière for Seed-grain."

By command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
11th March, 1864.

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

# R E T U R N S

To Addresses of the Honorable the Legislative Council, dated 2nd March, 1864, for Returns of Timber Exported to the United States, and for Returns shewing the Value of certain Importations from the United States, for the years 1859, 1860, 1861, 1862, and 1863.

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE,  
9th March, 1864.

STATEMENT of the Number, Quantity, and Value of Saw Logs and other Timber (not sawed) Exported from Canada to the United States, during the five years from 1859 to 1863, inclusive.

Description of Timber.	1859.		1860.		1861.		1862.		1863.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ash .....	59	\$ 236	267	\$ 1,610	8	\$ 24	.....	.....	672	\$ 2,800
Birch.....	11	60	2	14	4	17	.....	.....	221	1,285
Elm.....	9	39	69	602	10	75	209	901	149	910
Maple .....	3	13	36	284	10	75	130	818	222	1,187
Oak .....	8,868	70,597	3,751	29,546	12,479	33,883	21,268	134,185	20,113	124,801
White Pine.....	23,308	95,944	32,077	105,125	36,184	113,375	42,425	150,032	70,871	252,740
Red Pine.....	304	1,588	1	7	.....	.....	3,719	13,366	1,494	8,013
Tamarac.....	452	2,333	973	4,375	546	3,080	13,433	23,960	13,499	83,495
Saw Logs .....	121,671	125,430	53,009	57,368	51,231	69,932	47,331	75,653	68,430	76,437
Spars .....	968	6,303	3,790	20,980	551	7,116	592	22,399	81	1,072
Masts .....	208	5,531	452	22,078	358	7,093	427	13,780	69	3,017
Total Values .....	.....	308,034	.....	250,989	.....	234,995	.....	435,094	.....	555,757

R. S. M. BOUCHETTE,  
Commissioner of Customs.

**STATEMENT showing the Quantity and Value of Indian Corn, Corn Meal, Meats, and Live Hogs imported into Canada during the five years from 1859 to 1863, inclusive.**

ARTICLES.	1859.		1860.		1861.		1862.		1863.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Indian Corn. ....Bus....	758,534	\$ 558,399	1,047,577	\$ 528,630	2,692,868	\$ 1,087,277	4,308,554	\$ 1,706,906	1,762,142	\$ 975,014
Meal .....Bris....	33,973	125,902	8,398	24,787	6,682	17,114	21,214	44,563	10,873	28,608
Meats .....Cwt....	66,757	601,454	54,985	566,991	52,307	500,991	137,188	1,040,269	182,843	1,238,933
Live Hogs.....No...	5,014	27,969	6,811	38,488	8,765	53,943	11,520	67,659	19,081	151,132
Total Values.....	.....	1,313,724	.....	1,158,896	.....	1,659,325	.....	2,859,397	.....	2,393,682

R. S. M. BOUCHÉTE,  
*Commissioner of Customs.*

FINANCE DEPARTMENT, CUSTOMS,  
Quebec, 5th March, 1864.



(No. 26.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 7th March, 1864; for copies of Reports on certain Surveys in the Saguenay District.

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE, 16th March, 1864.

*[This document having been printed and distributed in pamphlet form, it is not re-printed for the Sessional Papers, in accordance with the recommendation of the Joint Committee on Printing.]*

(No. 27.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 16th March, 1864; "For copies of Documents relating to the Intercolonial Railroad."

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE, 18th March, 1864.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 22nd August, 1863.*

The Committee having reference to that part of the Order in Council of 25th February last, stating the readiness of the Provincial Government to co-operate with the Imperial Government and the Lower Provinces in the proposed survey of the route of the Intercolonial Railway, have had before them the Despatch dated 3rd August, 1863, from His Excellency the Lieutenant Governor of Nova Scotia, enclosing a Minute of his Executive Council, concurring in the proposal so made. They accordingly advise that, in pursuance of the same, a competent Engineer be forthwith appointed by your Excellency to co-operate with those to be appointed by the Imperial Government and the Lower Provinces in the joint survey of the contemplated line.

The Committee respectfully recommend that Mr. Sanford Fleming, Civil Engineer, be appointed.

(Certified),

W. H. LEE, C.E.C.

To the Hon. the Provincial Secretary.

SECRETARY'S OFFICE,  
Quebec, 25th August, 1863.

SIR,—I have the honor to inform you that His Excellency the Governor General in Council has been pleased to appoint you to co-operate with the gentlemen to be appointed

by the Imperial Government and the Lower Provinces, in the joint survey of the contemplated line of an Intercolonial Railway.

You will receive, in due time, such instructions as you may require in the accomplishment of that important mission.

I have, &c.,  
(Signed),

A. J. FERGUSSON BLAIR, Secretary.

Sanford Fleming, Esq.,  
Civil Engineer, Toronto.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 26th August, 1863.*

On a memorandum, dated the 26th inst., from the Hon. the Attorney General, U.C., recommending that the remuneration to be allowed to Sanford Fleming, Esq., Civil Engineer, appointed under Order in Council of the 22nd inst., to the survey of the line of the Intercolonial Railway, be fixed at the rate of ten dollars per diem.

The Committee advise that the recommendation of the Attorney General be approved and adopted.

(Certified.)

(Signed),

W. H. LEE, C.E.C.

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

TORONTO, 28th August, 1863.

SIR,—I have the honor to acknowledge the receipt of your letter of the 23rd instant, informing me that His Excellency the Governor General in Council has been pleased to appoint me to co-operate with the gentlemen to be appointed by the Imperial Government and the Lower Provinces, in the joint survey of the contemplated line of an Intercolonial Railway.

In reply, I beg leave to state that I have much pleasure in accepting the appointment which His Excellency the Governor General in Council has done me the honor to make; and that I will be glad to receive such instructions as may be required in the accomplishment of this important mission.

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

SANFORD FLEMING.

To the Honorable A. J. Fergusson Blair,  
Provincial Secretary, &c., &c., Quebec.

SECRETARY'S OFFICE,  
Quebec, 11th March, 1864.

SIR,—I now address to you in writing instructions by the Government of Canada for the survey intrusted to you of the route of the proposed Intercolonial Railway, the substance of which instructions has already been communicated to you in a verbal manner, such mode of communication having been adopted at the time, in order to avoid delay in your departure from Quebec on the duty in question.

1. You are instructed, on the part of the Government of Canada, to proceed immediately to a survey and examination of the territory through which the proposed line of railway between this Province and those of New Brunswick and Nova Scotia would run.

2. This survey and examination are intended for the purpose of enabling the Government of Canada to form an estimate of the practicability of the proposed undertaking, and of its probable cost, in order that the expediency of engaging in the work itself may be judged of in a satisfactory manner.

3. The information so obtained will also be at the service of the other Governments interested, if desired.

4. On a general examination of the country you will consider the routes which have

on previous occasions been contemplated for the object in question, as well as any others which may seem to you worthy of attention.

5. Your notice will be especially given to any obstacles which may present themselves as requiring serious expense to surmount, and to the best methods of overcoming such obstacles, or of avoiding them by deviations from the direct line.

6. You will also pay attention to the distance of what may in other respects appear the most eligible line from the frontier of the United States at various points.

7. You will make your calculations in the matter of the probable cost of the work, with a due regard to economy, but at the same time to full efficiency.

8. Similar considerations will guide you as regards the survey and examination.

9. You will endeavour to act in a cordial and harmonious spirit with any persons who may be appointed, either on the part of the sister colonies or of the Imperial Government, to co-operate with you.

10. The completion of the survey and examination at as early a period as possible is highly desirable.

11. You will report your progress from time to time to the Provincial Secretary of Canada.

I have, &c.,  
(Signed),

Sanford Fleming, Esq., Civil Engineer,  
Fredericton, New Brunswick.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE,

Quebec, 11th March, 1864.

SIR,—I have the honor to enclose to you herewith, a copy of my letter, which I have this day addressed to Mr. Sanford Fleming, C.E., at Fredericton, N. B., on the subject of his instructions with reference to the survey of the route of the proposed Intercolonial Railway.

I have, &c.,  
(Signed),

The Governor's Secretary, Quebec.

A. J. FERGUSSON BLAIR,  
Secretary.

21, ALBEMARLE STREET,

London, 27th August, 1863.

SIR,—It is only within a few days that I have learned from members of the Governments of Nova Scotia and New Brunswick that the three Provinces have determined to push on the surveys of the Intercolonial Railway; and, assuming that, after so many delays, it will be the common desire to have this important work undertaken as early as possible, I beg leave to submit the following for the consideration of His Excellency the Governor General and the Canadian Government.

I am authorised on the part of Mr. Laing, late Secretary of the Treasury and Chancellor of the Exchequer of India, to say that, "if the Provinces wish to have their railway made at a fixed price, for a fair but moderate profit, by parties of undoubted means to fulfil any contract they enter into, such parties are ready to undertake it on the basis of prices to be agreed by engineers on each side, or by any leading English engineer on whom we could both rely; and that they will be prepared to enter into a detailed negotiation as soon as the Provincial authorities may desire."

Of my own knowledge, I am enabled to say that the parties referred to stand second to none, whether as capitalists or contractors; and I am to add that they will also be quite disposed to co-operate, generally, in developing the resources of the Provinces and promoting their interests on terms of mutual advantage.

In the present state of things, any proposal of this nature must necessarily be vague and indefinite; but I trust the foregoing will sufficiently show the spirit and intention of the parties to recommend it, and what may follow on the same subject, to the favorable consideration of Her Majesty's Canadian Government.

I have the honor to be, Sir,

Your most obedient and faithful servant,

C. D. ARCHIBALD.

*Copy of a Report of a Committee of the Executive Council, approved by His Excellency the Governor General, dated 12th September, 1863.*

On a communication dated London, 27th August, 1863, from C. D. Archibald, Esq., stating that he is authorized on the part of Mr. Laing, late Secretary of the Treasury and Chancellor of the Exchequer of India, to say that, "if the Provinces wish to have the Intercolonial Railway made at a fixed price, for a fair but moderate profit, by parties of undoubted means to fulfil any contract they enter into, such parties are ready to undertake it on the basis of prices to be agreed by engineers on each side, or by any leading English engineer on whom both could rely," and that "they will be prepared to enter into a detailed negotiation as soon as the Provincial authorities may desire."

Mr. Archibald states that of his own knowledge he is enabled to say that the parties referred to stand second to none, whether as capitalists or contractors; and that they will also be quite disposed to co-operate, generally, in developing the resources of the Provinces, and promoting their interests on terms of mutual advantage.

That in the present state of things any proposal of this nature must necessarily be vague and indefinite; but that he trusts the foregoing will sufficiently show the spirit and intention of the parties to recommend it, and what may follow on the same subject, to the favorable consideration of the Canadian Government.

The Committee submit that the Government is not at present in a position to enter into negotiation on the subject referred to in Mr. Archibald's letter.

(Certified.)

(Signed),

W. H. LEE, C.E.C.

The Hon. the Provincial Secretary.

SECRETARY'S OFFICE,

Quebec, 14th September, 1863.

SIR—With reference to the information contained in your letter of the 27th ultimo, that certain parties were prepared to enter into detailed negotiation as soon as the Provincial authorities may desire, for the construction of the Intercolonial Railway, I have the honor to communicate to you the determination of His Excellency the Governor General in Council thereon, which is that the Canadian Government is not at present in a position to enter into negotiation on the subject referred to in your letter.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

A. J. FERGUSSON BLAIR, Secretary.

C. D. Archibald, Esq.,  
No. 21, Albemarle Street,  
London, England.

(Copy.)

GOVERNMENT HOUSE,

Quebec, August 26th, 1863.

MY LORD,—I have the honor to enclose for your Excellency's information a copy of an approved Minute of the Executive Council of Canada, appointing Mr. Sanford Fleming, Civil Engineer, to conduct on the part of the Government of Canada the proposed survey of the line of the Intercolonial Railway.

I have also to state that Mr. Fleming is prepared to commence operations as soon as your Excellency's Government and that of New Brunswick shall have appointed engineers to co-operate with him.

I send a despatch identical with this to the Lieutenant Governor of New Brunswick, and I would suggest that your Excellency should communicate with Mr. Gordon, in order

that-so-soon-as-the-necessary appointments shall have been made, I may be informed to what place it is expedient Mr. Fleming should repair to meet his colleagues in the survey.

I have, &c.,  
(Signed),

MONCK.

His Excellency

The Marquis of Normanby, &c., &c., &c.  
Nova Scotia.

His Excellency

The Hon. A. H. Gordon, &c., &c., &c.  
New Brunswick.

(Copy.)

No. 81.

QUEBEC, 26th August, 1863.

MY LORD DUKE,—I have the honor to enclose for your Grace's information a copy of an approved Minute of the Executive Council of Canada, appointing Mr. Sanford Fleming, C. E., to conduct on the part of the Government of Canada the proposed survey of the line of the Intercolonial Railway together with a copy of a letter 26th Aug. 1863. which I have written to the Lieutenant Governors of Nova Scotia and New Brunswick on the subject.

I have, &c.,  
(Signed),

MONCK.

His Grace the Duke of Newcastle.

(Copy.)

No. 87.

GOVERNMENT HOUSE,  
Quebec, Sept. 14th, 1863.

MY LORD DUKE,—I have the honor to transmit herewith to your Grace a copy of a 12th Sept. 1863. Report of a Committee of my Executive Council, approved by myself, in which the Committee respectfully recommend to your Grace that it is desirable that the Engineer appointed to act on behalf of the Imperial Government in the contemplated survey of the proposed line of the Intercolonial Railway should be sent to Halifax as soon as possible.

I have, &c.,  
(Signed),

MONCK.

His Grace

The Duke of Newcastle, K. G.,  
&c., &c., &c.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor-General in Council, on the 12th September, 1863.*

The Committee of Council being of opinion that the arrangements for the immediate commencement of the survey of the Intercolonial Railway are all but complete, respectfully recommend that your Excellency be requested to communicate to His Grace the Duke of Newcastle, that the early arrival of the Engineer at Fredericton or Halifax, to act on behalf of the Imperial Government in the contemplated survey, will greatly facilitate the completion of the report of the exploration.

(Certified),

W. H. LEE, C. E. C.

(Copy.)

Canada.

No. 101.

DOWNING STREET,  
15th September, 1863.

MY LORD,—I have the honor to acknowledge the receipt of your despatch No. 81, of the 26th ultimo, informing me of the appointment of Mr. Sanford Fleming, C. E., to con-

duct, on the part of the Canadian Government the survey of the proposed line of the Inter-colonial Railway.

I have, &c.,

(Signed),

NEWCASTLE.

The Viscount Monck,

&c., &c., &c.

(Copy.)

FREDERICTON, September 18th, 1863.

My LORD,—I have the honor to transmit to Your Excellency the accompanying copy of a Minute of my Executive Council presented to me to-day.

2. I readily assent to the adoption of the course recommended by this minute, and entirely concur in the hope therein expressed that no further departure from the terms of the agreement entered into by the three Provinces will be hereafter proposed by Your Excellency's advisers.

I have, &c.,

(Signed),

ARTHUR H. GORDON.

His Excellency Viscount Monck,

&c., &c., &c.

(Copy.)

To His Excellency the Honorable A. H. Gordon, C.M.G., Lieutenant Governor of the Province of New Brunswick, &c., &c., &c.

In recommending Your Excellency to appoint, in conjunction with the Government of Nova Scotia, an engineer to make the preliminary exploration and survey of the line of the proposed railway, previous to the passing of the Railway Bills by the Canadian Legislature, we are aware that we are not adhering strictly to the arrangement agreed upon at Quebec by the representatives of the three Provinces in September last, and subsequently confirmed by Her Majesty's representative in each, which provided that no surveys should be authorized until the necessary legislation should be had by the several colonies and joint commissions appointed. As such previous survey, however, is desired by the Canadian Government, they bearing five-twelfths of the cost, we are induced to advise Your Excellency to make the necessary appointments for that purpose, in full faith that no other departure from the compact entered into between the Provinces will be proposed, and that the construction of the railway, if found practicable, will be undertaken upon the basis of that agreement.

We respectfully recommend that a copy of this Minute be transmitted to the Governor General of Canada.

EXECUTIVE COUNCIL ROOM, }  
September 16th, 1863. }

(Signed),

S. L. TILLEY,  
W. H. STEEVES,  
CHARLES WATTERS,  
P. MITCHELL,  
JOHN McMILLAN,  
JAMES STEADMAN,  
GEORGE L. HATHEWAY,  
WILLIAM E. PERLY.

(Copy.)

GOVERNMENT HOUSE,

Halifax, 23rd Sept., 1863.

My LORD,—I have the honor to acknowledge the receipt of a despatch from your Lordship, dated 26th ultimo, enclosing a copy of a Minute of Council notifying the appointment of Mr. Sanford Fleming, C.E., to conduct on the part of Canada the proposed survey of the line of the Intercolonial Railway.

I regret that, in consequence of Lord Normanby's sudden departure from this Province, the acknowledgment of your Lordship's despatch should have been delayed until now.

I have, &c.,

(Signed),

HASTINGS DOYLE,  
Administrator.

His Excellency Viscount Monck,  
&c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,  
Quebec, 29th Sept., 1863.

SIR,—I have the honor to enclose a copy of a Minute of the Executive Council on the subject of your despatch of the 18th inst.

I have, &c.,

(Signed), MONCK.

His Excellency  
The Hon. A. H. Gordon,  
&c., &c., &c.,  
New Brunswick.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 29th September, 1863.*

The Committee of the Executive Council having had referred to them the Despatch of the 18th September instant, of His Excellency the Lieutenant Governor of New Brunswick, transmitting copy of a Minute of his Executive Council on the subject of the contemplated survey for an Intercolonial Railway, have the honor to submit for your Excellency's consideration the following observations in relation thereto.

The Committee find that whilst the Executive Council of New Brunswick advise the appointment of a surveyor to act in conjunction with the surveyor appointed by this Province to conduct the proposed survey, they would seem to qualify the recommendation by associating with it a hope that the survey being accomplished, the basis agreed upon by the Convention held in September, 1862, will be adhered to, if the construction of the railway be hereafter found practicable.

The Committee learn with pleasure that, so far as the survey is concerned, their plans are cordially acquiesced in by the Executive of New Brunswick, and they look forward with satisfaction to the consummation of the important undertaking of which the survey is the preliminary step. In order that there may be no misapprehension, however, between the Governments of the Provinces, having a common interest in this matter, the Committee think it right to call to mind the manner in which the negotiations conducted in London terminated, and the general position in which the question of an Intercolonial Railway at present stands in this Province.

The Committee would remind your Excellency that the conditions proposed by the Imperial Government, in connection with the assistance to be rendered towards the construction of the railway, differed in some important particulars from the agreement of September, 1862, and from the instructions which the delegates sent on the part of Canada, were charged to carry into effect. The Committee may refer to the distinct refusal on the part of the Imperial Government to regard the contribution which Canada might make to the Intercolonial Railway as being to that extent an expenditure for defensive purposes, the proposed sinking fund, and to the conditions set forth as in the ninth of the series of propositions presented by the Imperial Government.

"Parliament not to be asked for this guarantee until the line and surveys shall have been submitted to and approved by Her Majesty's Government, and until it shall have been shewn to the satisfaction of Her Majesty's Government that the line can be constructed without further application for an Imperial guarantee," the Imperial Government thus

making the proposed assistance by way of loan, contingent upon the results of a previous survey, establishing the sufficiency of the guarantee for the full purposes for which it was to be granted. The delegates were, therefore, constrained to decline the acceptance of a proposal fettered by conditions so much at variance with their instructions, and their decision received the approval of their colleagues, as being in harmony with the spirit of the agreement arrived at by the Quebec Convention, and in entire conformity with the unequivocal tone of public opinion in the Province.

The negotiations founded upon the understanding entered into by the Convention of September, 1862, were regarded as terminated with the return of the delegates to this Province, and it was hoped that the report of this Council of 25th February last would have sufficed to prevent misconception as to the necessary abandonment of the basis upon which the negotiations up to that time had been founded, and to show that any further action by the Government of this Province must be the subject of subsequent consideration.

It is further to be observed that the carrying out of the agreement of September, 1862, necessarily depended upon the success of the negotiations with the Imperial Government and the assent of the Legislatures of the three Provinces being obtained. These negotiations having failed, and it being manifest that the construction of the railway could not be attempted without Imperial aid, the Canadian Government did not feel that they were in a position to invite any action on the part of the Canadian Legislature beyond making a provision for a preliminary survey, the results of which may lead to further negotiations, and on a different basis from that agreed to by the Convention.

In order to promote the construction of a work which the events of each succeeding year invest with greater importance, the Committee addressed themselves to the task of devising plans whereby the attainment of the object might be secured in a manner consistent with the interests and resources of this Province. They found that the examination of the route and the satisfactory completion of a survey were also indicated by the Imperial Government as conditions precedent of any negotiations, and they then informed your Excellency that they had decided upon recommending an appropriation by the Legislature of Canada for the purpose of making such a survey as is necessary to the final determination of the several proposals.

In conformity with this determination, they have asked for an appropriation of \$10,000 during the present session, and they have also appointed an engineer to proceed with the survey so soon as the requisite arrangements can be completed. The action of the Legislature has proceeded so far that it may be regarded as having rendered the appropriation a certainty, and the immediate commencement of the survey is therefore dependant only upon the unqualified concurrence of the Provinces of Nova Scotia and New Brunswick.

The necessity of a prompt decision on the part of the Government of New Brunswick, with a view to an early commencement of the survey, is obvious, inasmuch as the season during which this survey may be most advantageously performed is rapidly passing away.

(Certified), W. H. LEE, C.E.C.

(Copy.)

No. 93.

GOVERNMENT HOUSE,

Quebec, October 1st, 1863.

MY LORD DUKE,—I have the honor to send for your Grace's information a copy of a Despatch and enclosure, which I have received from the Lieutenant Governor of New Brunswick, in reference to the proposed survey of the line of the Intercolonial Railway, and a Minute of the Executive Council of this Province in answer to that Despatch. I have sent a copy of this Minute to Mr. Gordon.

I have, &c.,

(Signed),

MONCK.

His Grace the Duke of Newcastle, K. G.,  
&c., &c., &c.



*(Copy.)*

FREDERICTON, 7th October, 1863.

MY LORD,—I have received with much regret your Excellency's despatch of the 29th ultimo.

2. I now for the first time learn that the advisers of your Excellency consider the engagement of September, 1862, to have been terminated on the return of the Canadian delegates to Quebec in January last. I believe this intimation will be as novel to the Government of Nova Scotia as it is to my advisers and myself.

3. Before entering upon the examination of the paper enclosed in your Excellency's despatch, your Excellency will permit me briefly to review the history of the transactions to which it relates.

4. By a despatch from the Duke of Newcastle, addressed to your Excellency, the Earl of Mulgrave, and myself, dated 12th April, 1862, an offer was made to the Governments of Canada, New Brunswick and Nova Scotia of "An Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the Intercolonial Railway"—"the nature and extent of such guarantee" it was stated, "must be determined by the particulars of any scheme which the Provincial Governments may be disposed to found on the present proposal, and on the kind of security which they would offer."

5. In the month of September, 1862, on the invitation of your Excellency, delegates duly appointed on behalf of Canada, New Brunswick and Nova Scotia, for the purpose of considering this proposal, met at Quebec, and after prolonged and careful discussion, signed two instruments of the nature of a treaty between the Provinces, which were subsequently confirmed by your Excellency, the Earl of Mulgrave, and myself.

6. The obligations incurred by these instruments were few and simple.

7. The contracting clauses of the former of them consisted, 1st, of an agreement to accept the proposal contained in the Duke of Newcastle's despatch; 2nd, an agreement as to the proportional incidence of the expense of the work to be undertaken.

8. A second and subsidiary instrument of the same date provided for the conduct of the surveys which were to determine the line of road, and for the management of the road when built. It was also agreed that a joint delegation should proceed to England to arrange the terms of the loans and the nature of the securities required.

9. It is much to be regretted that the instructions given to the delegates were not agreed upon in common, or at all events, that those given by each Province were not communicated to the Governments of the other Provinces interested. What the instructions were which the Canadian delegates received, we have never, up to this day, been informed. Those from New Brunswick and Nova Scotia, in effect, consisted of directions to secure from the Imperial Government the best terms which they could obtain consistently with an honest adherence to the engagement to accept the proposal of the Duke of Newcastle, a proposal which, it must be observed, had been accepted without reserve or qualification at Quebec.

10. Probably the instructions given to the Canadian delegates were of a similar character; but, so far as any knowledge on the subject is possessed by the Lower Provinces, they might have been of a precisely opposite description. The Canadian delegates never communicated them in extenso to their co-delegates in London, and Mr. Howe and Mr. Tilley were as much surprised as the Duke of Newcastle at the absolute rejection of a sinking fund, which, though objected to by all the delegates in common, had, neither in Quebec nor elsewhere, been previously stated to be an insuperable obstacle to the completion of the arrangements for the loan, nor can any such reservation be found in the agreement of September, 1862.

11. The Canadian delegates returned and reported the failure of their attempt to secure the conditions they deemed essential to permit the fulfilment by Canada of her share of the undertaking. All action on her part was therefore, for the time, suspended.

12. But whilst it was understood by New Brunswick that Canada declined to take any immediate action, it was also believed that she was but waiting for the grant of the more favorable terms she sought from the Imperial Government, and that the action she was pledged to take would be taken as soon as those terms were granted.

13. Certainly it is hard to see how a difference between the English and Canadian Governments, as to the details of an arrangement for the repayment of the proposed loan, could affect the obligations which had been undertaken between Canada, New Brunswick

and Nova Scotia, as to the proportion of the expenses which was justly incident on each Province, in the event of the work proceeding. At all events, no intimation that Canada repudiated her share in that compact was given, nor has any such been given up to the present moment. It is possible to read even the memorandum contained in your Excellency's despatch of the 29th ultimo rather as a warning that the arrangement may not be adhered to, than as a positive intimation that it will not be so.

14. In the belief that, although the immediate action of Canada was suspended, the engagement entered into by her was still considered to be binding, the Legislatures of New Brunswick and Nova Scotia passed Acts giving to that engagement the force of law. Did the Government of Canada give any contradiction to this supposition? By no means; although the letter of the Lieutenant Governor of Nova Scotia, of 29th April, 1863, transmitting the Act passed by the Legislature of that Province, afforded a natural opportunity for such an intimation, even if it had not been obvious that a communication so interesting to all the Provinces should be made by Canada to the other parties to the contract at the earliest possible moment, and thus prevent the waste of time on the part of the Legislatures in giving effect to that which had in truth ceased to have any existence.

15. In the course of the past summer, a letter was addressed by your Excellency to Lord Mulgrave and myself, expressing the willingness of the Canadian Government to go on with the survey, and requesting us to appoint an engineer to act in conjunction with those appointed by Canada and the Imperial Government. No plan is proposed in this despatch for the arrangement of the survey, no scheme is laid down as to the payment of the expenses it would entail. It is evidently taken for granted that the appointment would be made and the expenses met according to a pre-arranged and well-understood plan. Could there be a clearer proof that the agreement of 1862 was not supposed to have lost its force, but was held to be still binding on those who were parties to it? But, as though to place this fact beyond the region of dispute, it is to be observed, when, on the 12th of July, I wrote to inform your Excellency that there was much difficulty in departing, even in a matter of detail, from the engagement of 1862, and when again I wrote to the same effect on the 26th August, you Excellency did not undeceive me nor inform me that I was in error, since the engagement of that agreement had ceased to be binding since the end of January. Courtesy would, no doubt, have dictated the communication of such an opinion if entertained, but the only response of your Excellency was an intimation that you had appointed a surveyor, and some eagerness appeared to be felt that Lord Normanby and I should do the same.

16. I maintain, then, that the members of my Council were fully justified in assuming the engagement to be in full force, and in expressing a hope that no further departure from it would be suggested by your Excellency's advisers. At all events, my Lord, here and in Nova Scotia that engagement is in force and is binding. It possesses here the force of law, and though the Government of New Brunswick may depart from its letter, they are not disposed to repudiate a solemn obligation deliberately contracted, nor can they consent to violate the statute law of the Province.

17. Such, it appears to me, my Lord, is a brief summary of the recent transactions connected with the Intercolonial Railway scheme. They do not appear, however, to have been viewed by your advisers in a precisely similar light.

18. The paper enclosed in your Excellency's despatch commences by an expression of the pleasure felt by the Executive Council of Canada at learning that it is the intention of New Brunswick and Nova Scotia to concur with Canada in the prosecution of the projected survey, but they continue that "to prevent misconception they desire to call to mind the manner in which the negotiations conducted in London terminated, and the general position in which the question of an Intercolonial Railway at present stands in Canada." According to this paper the negotiations in London terminated in consequence of the proposal, by Her Majesty's Government, of conditions inconsistent with the Quebec agreement, and that the abandonment of the basis on which the negotiations had, till that time, proceeded, was a necessary consequence of these proposals, which, however, it may be observed, the delegates did not seek to modify by discussion with Her Majesty's Government. This necessity, it is added, had, it was hoped by the Canadian Government, been made apparent to the Governments of New Brunswick and Nova Scotia by a memorandum of the 25th February, which, I may remark, was not seen in New Brunswick till the month

of April. Your Excellency's advisers proceed, however, to state that, desirous nevertheless to take such steps as seemed open to them towards the accomplishment of the work, they were willing to undertake "a survey of the line in conjunction with the other Governments." The remainder of the paper is taken up in recounting the exertions made by the Canadian Government to effect this survey, and the necessity for an immediate decision by New Brunswick, as the season for surveying operations is now rapidly passing away.

19. I cannot say, my Lord, that I am prepared to admit the accuracy of the assumptions or the justice of the reasonings contained in this paper. On the contrary, it appears to me difficult to reconcile its arguments with the facts which I have already stated.

20. I will proceed to examine its contents a little more in detail.

21. Your Council remind your Excellency that the conditions proposed by the Imperial Government, in connection with the assistance to be rendered towards the construction of a railway "differed in some important particulars from the agreement of September, 1862." Is it too much to ask the Executive Council of Canada to point out the articles of that engagement from which these proposals differ? I cannot find in that instrument any agreement that the expenditure of the railway should be held to be an expenditure for defensive purposes, or that a sinking fund should not be established; whilst the only other point mentioned as being contrary to the agreement of 1862, seems to have reference to one of the securities which were evidently to be required, and to ascertain the nature of which was one of the objects of the joint delegation to England.

22. The Council refer to their memorandum of February 25th as a proof that the agreement of 1862 was held to be abandoned on the return of the Canadian delegates from England. I may observe that this memorandum has never been officially communicated to the Lower Provinces, though it is true it may be found in a collection of Parliamentary papers received from Quebec in the month of April last.

23. I have read and re-read this memorandum with close attention, but I fail to find there any such announcement as that which it is now said to convey. True, the separate negotiation which Canada entered into with the mother country as to the terms of the loan was shewn to be suspended, and consequently she declined to take any immediate action; but how a negotiation to which they were strangers could affect the obligations of Canada to the Lower Provinces it is difficult to perceive, and that this view was taken in Canada also, is, I think, shewn by the fact that no communication of this nature was made to New Brunswick or Nova Scotia on the adoption of the memorandum in question, or during the passage of the Railway Bills in these Provinces, although, as I have before observed, every consideration would have dictated the communication of so important a fact to the Provinces, equally parties with Canada to the agreement thus said to be set aside.

24. "It is further to be observed," say your Excellency's advisers, "that the carrying out of the agreement of September, 1862, necessarily depended upon the success of the negotiation with the Imperial Government, and the assent of the Legislatures of the three Provinces being obtained." This is no doubt true, so far as the immediate carrying into effect of the agreement is concerned; but it may be remarked, that in the opinion of two of the parties to the Quebec agreement, the negotiation in England did not fail, and that the Legislatures of New Brunswick and Nova Scotia have by very large majorities given full effect both to the agreement itself and to the arrangements entered into with the Home Government in consequence of that agreement. That the Parliament of Canada has not hitherto given this assent is undoubtedly true, for that assent has never up to this time been sought, but I have yet to learn that it has been refused.

25. I rejoice to perceive that your Excellency's advisers are of opinion that "the wants of each succeeding year invest this work with greater importance." It is unnecessary to assure your Excellency that its importance is fully appreciated in the Lower Provinces. The acts of their Governments and their Legislatures shew far better than words can do the value which they attach to the completion of this great work. As in the eyes of your Excellency's advisers its importance is held to be increasing, I trust I am not too sanguine if I anticipate that it may one day assume dimensions which will induce them to fulfil engagements which they have, of their own accord, deliberately undertaken.

26. As regards the prosecution of the survey, my Lord, I trust that there may be no misunderstanding with respect to the action which New Brunswick is prepared to take,

and the view which she is prepared to maintain. There is no objection on the part of the Government of New Brunswick to undertake the preliminary survey, but in undertaking it, they desire it should be unequivocally understood that they consider the engagements contracted in 1862 to be still binding alike on New Brunswick and on Canada.

27. And now, my Lord, before concluding this despatch, I must request your Lordship's attention to a question of far deeper moment than any connected with the Intercolonial Railway alone.

28. The engagement of 1862 was one of a solemn character, approaching as nearly in its nature to a Treaty as the political conditions of these Provinces permits. It was signed by duly appointed Plenipotentiaries. It was confirmed by Your Excellency, by Lord Mulgrave and myself, on behalf of the Provinces we govern. It was not the private agreement of individuals, which could be repudiated at the expense solely of the honor of the men who signed it; it was not the undertaking of a Government which might be repudiated at the expense of some discredit to their party, or overruled by their opponents, should they replace them in power; it was an Interprovincial act, that it is not easy to see how it can be abandoned without peril to the credit of that Province which, without the consent of the other contracting parties, refuses to abide by its engagements. Such a disavowal of contracted obligations between independent nations would, I do not hesitate to say, be probably followed by a suspension of all diplomatic relations.

29. When, in 1842, King Louis Philippe refused to ratify a Treaty with England, signed by his Ambassador, he was strictly in his right, for the permanent chief of the State might refuse to confirm the acts of his Plenipotentiary; but he was felt to have weakened the Royal authority in France, and to have done that which brought discredit on his country. The case, however, is far stronger when a Treaty is ratified. It then becomes a national obligation, and those who may have most lamented its conclusion, if they subsequently take office, become, without scruple, the active agents in carrying its provisions into effect. Over and over again have English statesmen said, "I opposed the conclusion of such a Treaty, and condemned the advice which recommended it; but it is now binding on my Sovereign and my country, and their honor must be preserved."

Your Excellency, as Her Majesty's Representative, has confirmed this obligation, and it is with deep regret that I now see it set aside. I feel well assured that your Excellency has not acted or abstained from action in this matter without good and sufficient reasons. Into their nature and character it is not for me, however, to enquire. Neither is it my function to express an opinion as to the course pursued by the Canadian Government. The Parliament and people of Canada are their judges. But there is an aspect of this question of which it does concern me to speak. By the mass of the British people, the British North American Provinces are looked on as one whole, and all suffer together in consequence of any conduct on the part of the chief and foremost among them which may merit or meet with reprobation. Every act which bears or seems to bear an aspect of selfishness or bad faith sinks deeply into the mind of England as a proof that her sons in North America have sunk from her high standard of generosity and honor. True, among those who know them closely, the conduct of New Brunswick and Nova Scotia, acting loyally in the spirit and letter of their obligations, will but give increased confidence in their honor and integrity of purpose; but nevertheless, New Brunswick must to a large extent feel the effects of what is done by her greater and more powerful neighbor; and it is therefore that she claims a right to protest against a course which cannot be persisted in without injury to herself as well as to those who may more justly suffer.

30. If a solemn engagement deliberately made with two other Provinces, calmly considered, voluntarily entered into, confirmed by your Excellency's approval and signature, is to be treated as a thing of no weight, what Provincial obligations may be looked on as secure?

31. I cannot suppose that your Excellency's advisers can be insensible to the responsibility attaching to the assumption of such a position, nor will I believe that the people of Canada, even those who disapproved the engagement of 1862, desire to see it overthrown at the risk of spreading abroad a suspicion—which even if unjust, cannot fail to be generally injurious—that in that country, grave interests of a permanent character are lightly dealt with, and great questions of Intercolonial policy decided, not on their own

merits, or in accordance with any fixed principle, but are taken up, trifled with, and abandoned to suit the political exigencies of the passing hour.

I have, &c.,  
(Signed,)

ARTHUR H. GORDON.

His Excellency  
Viscount MONCK, &c., &c., &c.

(Copy.)

FREDERICTON, 8th October, 1863.

MY LORD,—I have communicated to my Council the memorandum of the Executive Council of Canada, enclosed in Your Excellency's dispatch of 29th ultimo, and I have now 7th October, 1863. the honor to transmit to Your Excellency a memorandum which I have just received, and which contains the remarks of the Executive Council of New Brunswick on its contents.

Having explained at some length, in my despatch of yesterday's date, the views entertained by the Government of this Province in regard to the question to which the memorandum refers, I feel that no further remarks of mine are now necessary.

I have, &c.,  
(Signed,)

ARTHUR H. GORDON.

His Excellency  
Viscount MONCK, &c., &c., &c.

(Copy.)

*To His Excellency the Honorable Arthur Hamilton Gordon, C.M.G., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c., &c., &c.*

The Committee of the Executive Council have had under consideration the despatch of the Governor General of Canada, bearing date 29th September, and the enclosed memorandum of the Committee of Council in answer to Your Excellency's dispatch of the 18th of the same month, in relation to the proposed survey of the Intercolonial Railway, and have the honor to submit, for Your Excellency's approval, the following reply thereto.

The Committee receive with pleasure the assurance from the Government of Canada that they look forward with satisfaction to the consummation of this important undertaking—one which they characterize as invested with greater importance by the events of each succeeding year.

In the opinion thus expressed by the Government of Canada the Committee cordially unite.

The action taken by the Government and Legislature of this Province gives the most unmistakable evidence of the importance they attach to the early completion of the proposed railway, and the interest is not in the slightest degree diminished.

The Committee have, however, to express their surprise that the Canadian Government considered the agreement of September, 1862, to have been abandoned on the return of their delegates from England in January last, and that the Minute of Council of the 25th February is considered by them as sufficient to prevent any misconception on this point. It is alleged by the Canadian Government, as a justification of the assumed abandonment of the agreement of 1862, that the conditions upon which the Imperial Government proposed to give the desired guarantee were at variance with the terms of that agreement and the instructions given by them to their delegates. If by the instructions referred to they allude to the stipulations made by them that the expenditure made by Canada for the construction of the railway must be considered by the Imperial Government as so much expended for purposes of defence, the Committee have to observe that no such proposition formed any part of that agreement, and the refusal by the Imperial Government to so con-

sider it, in the opinion of the Committee, cannot be considered as a just ground for the abandonment of that contract, and to which, indeed, it had no relation.

The Committee have carefully examined the agreement of 1862, and the proposal of the Imperial Government of December following, but have failed to discover any inconsistency whatever between the two.

The Committee, so far from considering the Minute of 25th February last as expressive of an abandonment of the agreement entered into at Quebec, view it as a continuation on the part of the Canadian Government of the negotiations with the Imperial Government on the basis of that agreement, and the Committee consider the confidence expressed by the Executive Council of Canada in that memorandum, that the Government and Parliament of Great Britain would, in consideration of the importance of this great work as a measure of defence and a means of extending and securing the political and commercial influence of England over an immense territory extending from the Atlantic to the Pacific, grant the proposed guarantee of interest on the most liberal terms, as a renewal of the application made to the Imperial Government by their delegates relative to the sinking fund.

The Committee are also of opinion that the temporary disagreement existing between the Imperial and Canadian Governments are not of a nature sufficiently important to warrant the conclusion that the basis of the joint arrangement between the Provinces must necessarily be abandoned.

It is true the Government of New Brunswick, to meet the wishes of Canada, advised Your Excellency to consent that a preliminary survey should be had prior to the contemplated legislation on the part of Canada; but in thus advising Your Excellency, the Executive Council of New Brunswick expressed the hope that no further deviations from the details of the Quebec agreement would be sought for, and that all further proceedings towards the accomplishment of the great work in view would be in strict accordance with the terms of that agreement.

The Committee respectfully request Your Excellency to forward a copy of this Minute to His Excellency the Governor General, and sincerely trust that the Canadian Government, upon further consideration, will heartily co-operate with Nova Scotia and New Brunswick in carrying to a successful termination (upon the basis already agreed upon) this great Intercolonial undertaking, so long and ardently sought for by the people of British North America.

EXECUTIVE COUNCIL CHAMBER, }  
7th October, 1863. }

(Signed,)

S. L. TILLEY,  
W. H. STEEVES,  
CHAS. WATERS,  
P. MITCHELL,  
JAS. STEADMAN,  
JOHN McMILLAN,  
WILLIAM E. PEARLEY,  
GEORGE L. HATHEWAY,

(Copy.)

Canada.  
No. 107.

DOWNING STREET,  
17th October, 1863.

MY LORD,—I have to acknowledge the receipt of your Lordship's despatch of the 14th September, No. 87, enclosing a copy of an approved report of a Committee of your Executive Council, in which it is recommended that the engineer appointed to act on behalf of the Imperial Government in the contemplated survey of the proposed line of Intercolonial Railway should be sent to Halifax as soon as possible.

The character of Mr. Sanford Fleming, whom, in your despatch No. 81, you mention as having been nominated by the Government of Canada to undertake the preliminary survey of the line of Intercolonial Railway, is so unexceptionable, and the selection of him by the Governments of Nova Scotia and New Brunswick is such a further convincing

proof of his qualification for the office of Engineer for the line, that I am quite ready to avail myself of his services as the representative of the Imperial Government. Your Lordship will accordingly be pleased to appoint Mr. Fleming at once to the situation.

It is agreeable to me to feel that by selecting Mr. Fleming as the combined representative of Her Majesty's Government, and of the North American Provinces specially interested in this important subject, much delay has been avoided, and that the wishes of your Government for the immediate commencement of the survey have, as far as this appointment is concerned, been complied with.

It will, of course, be understood that in waiving their right to appoint a separate Engineer for effecting the survey, Her Majesty's Government do not abandon the right to satisfy themselves that the line is one which will answer the purposes in which the Imperial Government is interested, and that it can be constructed without application to the Imperial Government for any further guarantee.

I have, &c.,  
(Signed),

FREDERIC ROGERS,

In the absence and by the authority of the Duke of Newcastle.  
Governor Viscount Monck, &c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,  
Quebec, October 17, 1863.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's despatch of the 7th inst., on the subject of the course pursued by the Government of Canada in reference to the negotiations connected with the construction of the Intercolonial Railway.

In this despatch, it appears to me that you directly charge the Ministers of the Crown in Canada with want of good faith in their dealings in this transaction, and, if not directly, at least by implication, I am myself included in this imputation.

It is not my desire or intention to engage with Your Excellency in a controversial correspondence on this subject, but I wish to place on record the facts of the case as they appear on the authentic documents connected with it, and to suggest to you that those facts may be honestly read in a different sense from that which Your Excellency attributes to them.

I do not mean in this communication to express any opinion on the wisdom or policy of the course pursued by the Government of Canada. My wish is to state the case as it seems to me to bear on the grave charge of want of good faith which you have brought forward.

The conference at Quebec, in September, 1862, of the delegates from the Governments of the three Provinces, was held in consequence of the receipt of a despatch from the Duke of Newcastle, to which you allude in your despatch, dated April 12th, 1862.

That despatch rejected, on the part of Her Majesty's Government, a proposition made in 1861, jointly by the Governments of the three Provinces, as to the mode of raising the funds necessary for the construction of an Intercolonial Railway.

The despatch, however, suggested *in general terms* a new basis of arrangement for raising the necessary funds, by means of "an Imperial guarantee of interest towards enabling them (the three Provinces) to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the Railway"—leaving the *terms* of the guarantee for subsequent negotiation.

By the memorandum of agreement signed at Quebec on the 12th September, 1862, the delegates of the three Provinces expressed themselves *in terms as general as those used in the Duke of Newcastle's despatch*, "prepared to assume, under the Imperial guarantee, the liability necessary to construct this great work."

It was also agreed that a joint delegation should proceed to England, to arrange the details of the proposal which had been made and accepted only in general terms.

I think it is plain that on the obtaining of the guarantee of the Imperial Government depended the whole of the remainder of the agreement, and that supposing a failure in this respect, the remaining terms of the contract, which only concerned the mode of using that guarantee, would fall to the ground.

I think it is also a fair inference from the course of action pursued, that the joint delegation which it was determined to send to England was sent for the mere purpose of accepting whatever terms might be offered, but that it had powers to discuss and reject those terms, if they appeared unreasonably.

I heartily concur with your Excellency in your expression of regret that the instructions to that delegation were not given in writing, and by the three Governments in common, as such a course would have effectually prevented the misunderstanding which has since unfortunately arisen.

When the delegates arrived in London they found that one of the conditions which the Imperial Government considered indispensable was the provision of a sinking fund for the extinction of the debt to be guaranteed by Great Britain.

Without pronouncing, one way or the other, an opinion whether it was a wise course or sound policy for the Canadian delegates to refuse the guarantee on this ground, it is at all events plain that the obligation to provide a sinking fund made a great difference in the nature and value of the proposed guarantee.

It is also apparent that this proposal was then, for the first time, brought officially under the notice of the delegates from Canada.

No one ever supposed that Her Majesty's Government was guilty of a breach of good faith in attaching this condition to the offer of a guarantee made originally without any allusion to it, and whatever view you may entertain as to the policy of such a proceeding, I can scarcely think that, on reflection, you will still hold the opinion that such a charge can fairly be made against the Canadian Government for refusing to accede to a condition not contained in the original offer, or alluded to in the acceptance by them of the guarantee.

If I am right in my opinion that the delegates sent to London on the part of the Governments of the three Provinces respectively, were armed with powers to reject the conditions which Her Majesty's Government might attach to the offer of the guarantee, and did exercise those powers by refusing the guarantee on the terms proposed—the basis of the arrangement having by these means failed—the other stipulations of the agreement which were dependent upon the success of this fundamental term, of course fell with it.

With regard to the agreement as to the proportional incidence of the expenditure, I must beg leave to remind Your Excellency that a memorandum was agreed to by the delegates of New Brunswick and Nova Scotia, in 1861, in which a different apportionment between the three Provinces of the incidence of expense was adopted from that which was agreed to in 1862, but the negotiation having then broken down in consequence of the failure to secure the Imperial assistance on the terms proposed, no imputation of bad faith was made against the Governments of New Brunswick or Nova Scotia, because in 1862 they did not consider themselves bound by the arrangement of 1861 on this incidental portion of the plan, nor do I think any such imputation could in fairness be made against them.

I regret very much that Your Excellency was not furnished officially and immediately with a copy of the Minute of the Council of this Province of 25th February last. I readily admit you should have had it, and I can only account for the omission by the fact that just at that time Mr. Tilley was here, in personal communication with the members of the Canadian Government.

With respect to the question as to the survey of the line of railway which has now been proposed, it appears to me, whether the basis of 1862 be adhered to or abandoned, a trustworthy survey is absolutely necessary, in order to make any progress towards the completion of this work; and I trust that any misunderstanding which may have arisen will not be allowed to impede this indispensable step.

I have, &c.,

(Signed,)

MONCK.

His Excellency

The Hon. A. H. GORDON, C. M. G.,

&c., &c., &c.,



(Copy.)

GOVERNMENT HOUSE,

Halifax, N.S., 20th October, 1863.

MY LORD,—On the 14th instant I received from Lieutenant Governor Gordon the copy of a despatch which he had addressed to your Lordship, dated 3rd instant, having reference to the position now occupied by Canada in the question of the Intercolonial Railway. I availed myself of the first meeting of the Executive Council of this Province, after its receipt, to submit it to them, and have now the honor to transmit to your Excellency the copy of my despatch, which, at the suggestion of the members of my Government, I forwarded to Mr. Gordon, embodying their views upon the subject of his communication.

I have, &amp;c.,

(Signed,)

HASTINGS DOYLE.

His Excellency

Viscount MONCK, &amp;c., &amp;c., &amp;c.

(Copy.)

GOVERNMENT HOUSE,

Halifax, N.S., 20th October, 1863.

SIR,—I have the honor to inform you that yesterday was the first opportunity I have had of assembling a quorum of the Executive Council of this Province since the receipt of your Excellency's despatches of the 1st, 6th and 9th instant, when I availed myself of the occasion to call their attention to them and their enclosures, and beg to inform you, with reference to them, that my Executive advisers are strongly of opinion that the agreement entered into by the Governments of Canada, New Brunswick and Nova Scotia in 1862, that Canada should bear but five-twelfths ( $\frac{5}{12}$ ) of the cost of the railway from Truro to Rivière du Loup, assigned to that colony much less than her fair proportion, whether considered in relation to her population and resources, or to the advantages and necessities of such a work; yet they regarded the proposed survey as so indispensable to any rational consideration of this important question, that they were prepared to co-operate in it upon the assurance given by Canada that she was sincerely desirous of seeing the road constructed, that she would bear five-twelfths ( $\frac{5}{12}$ ) of the cost of the survey, and that if the survey should establish the fact that a line could be found acceptable which should not exceed the ability of the three Provinces, she would be prepared to assist in any feasible scheme for its construction as far as she was able.

Should the survey prove the practicability of such a route, my advisers believe that the intelligent sentiment of Canada would not long permit any administration there to leave that great country with all its commercial relations dependent for five months in the year upon the fiscal arrangements of an independent if not rival State, and for the same period cut off from communication with the Parent State by any line of transit available for war purposes.

The solid practical advantages of the survey would thus, in their opinion, have been secured, and would have remained of the greatest benefit quite independently of the views which might happen to be entertained by those by whom it was proposed.

Holding these opinions, I need not add the regret with which my Government have learnt that the Government of Canada have raised any question as to the extent to which she would ultimately be willing to be bound, or that having done so, your Government should have regarded it as an insuperable obstacle to proceeding at once with the survey.

I have, &amp;c.,

(Signed,)

HASTINGS DOYLE, Administrator.

His Excellency

Hon. ARTHUR GORDON, C.M.G.,

&amp;c., &amp;c., &amp;c.

(Copy.)

Canada.

No. 108.

DOWNING STREET,

20th October, 1863.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's despatch, No. 93, of the 1st instant, enclosing a Minute of your Executive Council approved by

yourself, arising out of the proposed commencement of the preliminary survey for the Intercolonial Railway.

I understand this Minute to embody the decision of the Canadian Government to the following effect:—That the negotiations with the Imperial Government commenced last winter, with a view to the construction of that railway, are conclusively abandoned; that the Provincial Governments (and therefore, of course, the Government of this country) are no longer bound by their respective proposals in relation to that project, and that by rejecting the offers made last winter by the Home Government, the Canadian Government has placed itself at liberty to repudiate also the convention of the previous September.

I find some difficulty in reconciling the terms of this Minute with those of your Lordship's despatch, No. 87, of the 14th ultimo, in which you conveyed the recommendation of your Government that an Engineer should be appointed by the Imperial Government for the preliminary surveys, in apparent pursuance of the terms embodied in the Treasury memorandum of December last—which memorandum was based upon the negotiations which your Government now treat as abortive—and I am therefore somewhat at a loss to understand on what grounds, or in what capacity, I have been requested to nominate a Surveyor on behalf of the British Government.

I have, however, no difficulty in stating that I have every desire to facilitate the operations of the Provincial Government in this matter, and in repeating that the preliminary survey may, in my opinion, very properly be placed in Mr. Fleming's hands.

I have, &c.,

(Signed,)

NEWCASTLE.

Governor Viscount Monck,

&c., &c., &c.

(Copy.)

FREDERICTON, October 27th. 1863.

MY LORD,—I have to-day received your Excellency's despatch of the 17th instant, and although, like your Excellency, I have no wish to enter into any controversy upon the subject to which it relates, I feel compelled to reply briefly to one or two of the remarks made by your Excellency.

2. In the first place I must be permitted to express my deep regret that your Excellency should conceive me to have desired, either directly or by implication, to cast upon your Excellency any imputation of bad faith. I most certainly had no such intention, for I entertained no such idea, and I regret that my despatch should in your Excellency's opinion be open to such a construction, as I explicitly stated therein that I felt no doubt that the course pursued by your Excellency had been dictated by good and sufficient reasons; nor have I, so far as I am aware, expressed any direct judgment on the course pursued by your Excellency's advisers. Their acts are susceptible of wearing an appearance of bad faith, and are so viewed in many quarters. I have, therefore, felt myself entitled to protest against the injury which may be thus indirectly inflicted on this Province, but I have expressly stated that these suspicions might very possibly be unjust, at least it was not unnatural that such suspicions should have been excited by the acts which had caused them.

3. I cannot say that the reasoning of your Excellency's despatch has led me to consider as inaccurate the views put forward in my despatch to your Excellency of the 7th instant.

4. I cannot perceive, nor indeed does your Excellency attempt to maintain, that the proposals of the British Cabinet were inconsistent with the agreement of 1862, as is urged by the Executive Council of Canada in their Minute of September 29th, 1863; and whilst I quite admit that the question of a sinking fund was then for the first time officially mentioned to the representatives of Canada in London, your Excellency cannot have forgotten that it was frequently in the minds of those who took part in the Conference at Quebec, and who were well aware that such a condition was invariably insisted on in similar cases by the Imperial Government. Neither there nor subsequently in England until the very eve of their departure, did the representatives of Canada assert that it was impossible for them to agree to its imposition, whilst in the opinion of the Governments of New Brunswick and Nova Scotia the establishment of a sinking fund, accompanied by the concessions ultimately granted by the British Government as to the period at which the payments to that

fund were to commence. and the nature of the securities in which it was to be invested. did not really in any appreciable degree diminish the value of the proposed guarantee. I have no desire. however. to resume a discussion on this controverted point.

5. That the Minute of February 25th, 1863, was, however, intended, by some members at least of the Canadian Government, to close the negotiation and to convey an intimation to the Lower Provinces of its close. I am bound to believe on their testimony to that effect; but if so. it is unfortunate that the document itself should have been so singularly ill-calculated for its purpose. Its apparent object is to propose a new arrangement for the repayment of the contemplated loan, thereby, it would seem, continuing rather than abandoning the negotiation between the Imperial Government and that of Canada. and it certainly failed to carry any sense of its true intention, even to some members of the Canadian Government who took part in its preparation, whilst how that could be a notification to the Lower Provinces, which was not communicated to them, I own I am at a loss to conceive. On this point I may observe that your Excellency is in error in supposing Mr. Tilley to have been in Quebec at the time at which that memorandum was prepared. The memorandum bears date the 25th February, Mr. Tilley left Quebec on the 27th of January, and so far was he from conceiving the agreement of 1862 from being abrogated, that he, as your Excellency is aware, introduced a Bill into the Legislature of this Province to give the effect of law to that agreement.

6. Your Excellency observes that the Lower Provinces agreed in 1861 to a different apportionment of the expense to that arranged in 1862, and that no imputation of bad faith followed its abandonment. This is most true, but there is an extremely important difference to be observed between that case and the one now under consideration. The agreement of 1861 was abandoned by the common consent of all the parties to it. but the complaint now made by the Government of New Brunswick is that, in this case, the negotiations for the preliminary survey have been permitted to go on without any intimation on the part of the Government of Canada that an entirely fresh arrangement for the construction of the subsequent work would have to succeed the survey, although it must have been quite apparent from my various despatches and those of Lord Mulgrave (especially that of the 29th of April, transmitting to your Excellency the copy of a Minute of the Executive Council of Nova Scotia), as also from the acts of the Government and Legislature in this Province and Nova Scotia, that, although the execution of the agreement was known to be suspended, its provisions were here still imagined to be binding.

7. I quite concur with your Excellency in attaching a very high importance to the completion of the survey, and I will communicate to my Council, for their consideration and advice, your Excellency's hope that "no misunderstanding which may have arisen will be allowed to impede this indispensable step." Nor will I anticipate the course that my advisers may deem it proper to recommend. But I am aware that when they assented to the preliminary survey, it was in the full belief that should that survey prove satisfactory, the work would, when undertaken, be carried out in the manner contemplated by the agreement of 1862—not perhaps immediately, but whenever the difficulties between the Imperial Government and that of Canada had been satisfactorily arranged; and I am also aware that, however desirable such a survey may be, a previous agreement as to the course to be followed in the event of such a survey proving the feasibility of the work, is generally considered in this Province to be necessary to justify the outlay which would be required for the purpose.

I have, &c.

(Signed,) ARTHUR H. GORDON.

His Excellency  
Viscount MONCK,  
&c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,  
Quebec, October 31st, 1863.

To Hon. A. H. Gordon,  
Oct. 17, 1863. wick.

SIR,—I have the honor to transmit for your Excellency's information a copy of a despatch from me to the Lieutenant Governor of New Bruns-

As I am aware that your Excellency is already in possession of the despatch to which the enclosed letter is a reply, it is not necessary for me to trouble you with a copy of that document.

I have, &c.,

(Signed,)

MONCK.

His Excellency

Major General Doyle, &c., &c., &c.,  
Nova Scotia.

(Copy.)

GOVERNMENT HOUSE,

Quebec, October 31st, 1863.

SIR,—I have the honor to acknowledge the receipt of your Excellency's despatch of October 20th, enclosing copy of a despatch addressed by you to the Lieutenant Governor of New Brunswick, on the subject of the proposed survey of the Intercolonial Railway.

I shall not fail to bring immediately before the Executive Council of this Province the contents of your despatch, and I am gratified to find that the Ministers of Nova Scotia are impressed with the propriety of prosecuting the survey with as little delay as possible.

I have, &c.,

(Signed,)

MONCK.

His Excellency

Major General Doyle, &c., &c., &c.,  
Nova Scotia.

(Copy.)

GOVERNOR'S SECRETARY'S OFFICE,

Quebec, 2nd November, 1863.

SIR,—I am directed by the Governor General to inform you that His Excellency has received instructions from the Secretary of State for the Colonies, to appoint you to act as the Engineer representing the Imperial Government in the survey of the line of the Intercolonial Railway.

I have, &c.,

(Signed,)

FRANCIS RETALLACK,  
Mil. Sec.,

In the absence of the Governor's Secretary.

Sanford Fleming, Esq., &c., &c., &c.,  
Toronto.

(Copy.)

GOVERNMENT HOUSE,

No. 107.

Quebec, November 2nd, 1863.

MY LORD DUKE,—I have the honor to acknowledge the receipt of a despatch, No. 107, of the 17th October, signed by Sir F. Rogers, by Your Grace's authority, in reference to the appointment of Mr. Sanford Fleming to act as the representative of the Imperial Government in the contemplated survey of the proposed line of the Intercolonial Railway; and I have to inform Your Grace that in conformity with your instructions, I have appointed Mr. Fleming to that situation.

I may mention that I have not yet been officially informed that the Governments of New Brunswick and Nova Scotia have concurred in the appointment of Mr. Fleming to represent them in the proposed survey.

I have, &c.,

(Signed,)

MONCK.

His Grace

The Duke of Newcastle, &c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,

Quebec, 2nd November, 1863.

SIR,—I have the honor to enclose, for Your Excellency's information, a copy of a No. 107. despatch, wherein the Duke of Newcastle directs Mr. Sanford Fleming to Oct. 17, 1863. be appointed as the representative of the Imperial Government in the contemplated survey of the line of the Intercolonial Railway.

I have, &amp;c.,

(Signed,)

MONCK.

His Excellency Hon. A. H. Gordon,  
New Brunswick.

His Excellency Major General Doyle,  
Nova Scotia.

(Copy.)

No. 110.

GOVERNMENT HOUSE,

Quebec, November 7th, 1863.

MY LORD DUKE,—I have the honor to acknowledge the receipt of Your Grace's despatch, No. 108, of October 20th, in reference to the last Minute of the Executive Council of this Province, which I transmitted to Your Grace, on the subject of the contemplated survey of the proposed line of the Intercolonial Railway.

In reply, I have to inform Your Grace that the Government of Canada considers that the disagreement between the Imperial Government and the delegates of Canada with regard to the terms on which it was proposed to grant the Imperial guarantee for the loan necessary for the construction of the line, has rendered further proceedings on the basis of the agreement of 1862 impossible, and that, as a necessary consequence, neither the Imperial Government nor that of Canada should be considered as concluded by any of the stipulations entered into on that occasion.

The Canadian Government is, however, impressed with the importance of the proposed work, and desirous of taking every measure calculated to lead to its execution.

This Government entertains the strongest conviction that in order to render the scheme acceptable to the public of Canada, and thereby to secure for it that support in the Legislature without which it is useless for the Executive to enter into any further preliminary negotiations on the subject, a survey, which will afford a trustworthy basis for an estimate of the probable cost of the work, is indispensable.

Should the result of the survey prove satisfactory, the Canadian Government look forward to obtaining, at some future period, the co-operation and assistance of the Imperial Government in the execution of this work, and it is with the design that Her Majesty's Ministers may be officially satisfied of the competence of the persons appointed to conduct the proposed survey, and of the trust which should be reposed in their reports, that I have, at the desire of the Executive Council, requested Your Grace to appoint an engineer to act on the part of the Imperial Government in the survey, with those nominated by the Provinces interested in the work.

It is a matter of great satisfaction both to myself and the Executive Council of Canada that Your Grace is disposed to join with us in the proposed survey, and to express your approbation of the selection we have made of Mr. S. Fleming as the engineer to represent Canada in the duties connected with it.

I have, &amp;c.,

(Signed,)

MONCK.

His Grace

The Duke of Newcastle, K.G., &amp;c., &amp;c., &amp;c.

(Copy.)

GOVERNMENT HOUSE,

Quebec, 7th November, 1863.

Hon. A. H. Gordon  
to Lord Monck,  
Sept. 18th, 1863.

SIR,—I have the honor to transmit herewith, for Your Excellency's information, copies of letters and enclosures that have passed between the Lieutenant Governor of New Brunswick and myself, on the subject of

Lord Monck to Hon. A. H. Gordon, 29th Sept., 1863. the Intercolonial Railway, prior to my despatch of the 17th of October on the same subject, a copy of which was communicated to Your Excellency on the 30th ultimo.

Hon. A. H. Gordon  
to Lord Monck,  
8th Oct., 1863.

I have, &c.,

(Signed,)

MONCK.

His Excellency Major General Doyle,  
&c., &c., &c.

(Copy.)

HALIFAX, NOVA SCOTIA,

11th November, 1863.

MY LORD,—I have the honor to acknowledge the receipt from your Lordship of three despatches, dated 31st October, 31st October and 2nd November, and enclosing copies of a correspondence relative to the proposed Intercolonial Railway.

I have, &c.,

(Signed,)

HASTINGS DOYLE.

His Excellency

Viscount Monck,

&c., &c., &c.

(Copy.)

No. 112.

GOVERNMENT HOUSE,

Quebec, 14th Nov., 1863.

Lord Monck to the  
Duke of Newcastle,  
No. 93, Oct. 1, 1863.

Hon. A. H. Gordon,  
7th Oct., 1863.

Do., 8th October, 1863.

Lord Monck,  
17th October, 1863.

Hon. A. H. Gordon,  
27th Oct., 1863.

Lord Monck  
14th Nov., 1863.

His Grace the Duke of Newcastle,  
&c., &c., &c.

MY LORD DUKE,—On the 1st of October last, with my despatch No. 93, I had the honor to transmit a copy of a despatch from the Lieutenant Governor of New Brunswick, on the subject of the proposed survey of the line of the Intercolonial Railway, together with a copy of a Report in reply to that despatch from the Executive Council of Canada, dated 29th September, 1863. I have now the honor to enclose for Your Grace's information copies of a further correspondence on the same subject, which has taken place between Mr. Gordon and myself since that date.

I have, &c.,

(Signed,)

MONCK.

(Copy.)

GOVERNMENT HOUSE,

Quebec, 14th Nov., 1863

SIR,—I have the honor to acknowledge Your Excellency's despatch of 27th Oct., on the subject of the negotiations connected with the construction of the Intercolonial Railroad.

In reply I shall only say that I shall be happy to receive from you and lay before the Executive Council of this Province, any proposition to which your advisers may agree in reference to the proposed survey of the line.

I have, &c.,

(Signed,)

MONCK.

His Excellency

The Hon. A. H. Gordon.

(Copy.)

GOVERNMENT HOUSE,

Quebec, November 14th, 1863.

SIR,—On the 7th instant, I had the honor to transmit to Your Excellency a copy of a correspondence that had passed between the Lieutenant Governor of New Brunswick and

myself, relative to the negotiations connected with the construction of the Intercolonial Railroad.

Hon. A. H. Gordon to Lord Monck, 27th Oct., 1863. I now beg to enclose, for Your Excellency's information, a copy of a further communication on the same subject from the Honorable A. H. Gordon, together with a copy of my reply.

Lord Monck to Hon. A. H. Gordon, 14th Nov., 1863.

I have, &c.,  
(Signed,)

MONCK.

His Excellency Major General Doyle,  
&c., &c., &c.

(Copy.)

HALIFAX, N.S.,  
13th November, 1863.

MY LORD,—I have the honor to acknowledge, with thanks, the receipt of further copies of letters and enclosures which have passed between the Lieutenant Governor of New Brunswick and Your Lordship, on the subject of the Intercolonial Railway.

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

His Excellency  
Viscount Monck,  
&c., &c., &c.

(Copy.)

TORONTO, 21st November, 1863.

SIR,—I have the honor to acknowledge the receipt of your communication of the 2nd instant, informing me that His Excellency the Governor General has received instructions from the Secretary of State for the Colonies, to appoint me to act as the Engineer representing the Imperial Government in the survey of the line of the Intercolonial Railway.

I do myself the honor to accept the important appointment of which you inform me, and I shall hold myself in readiness to obey any instructions which His Excellency may be pleased at any time to communicate.

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

Capt. Retlack, &c., &c., &c.,  
For the Civil Secretary,  
Canada.

(Copy.)

HALIFAX, N.S., 25th November, 1863.

Hon. A. H. Gordon to Lord Monck, 27th Oct. 1863. MY LORD,—I have the honor to acknowledge, with thanks, the receipt from Your Lordship of the copies of further correspondence between Your Excellency and the Honorable A. Gordon, relative to negotiations connected with the construction of the Intercolonial Railroad.

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

His Excellency  
Viscount Monck,  
&c., &c., &c.

(Copy.)

Canada.  
No. 134.

DOWNING STREET,  
20th December, 1863.

MY LORD,—I have received Your Lordship's despatch, No. 112, of the 14th November, accompanied by copies of various communications, forming the sequel of the correspondence between the Lieutenant Governor of New Brunswick and yourself, on the question whether or not the agreement respecting the Intercolonial Railway, entered into, at Quebec, in September, 1862, between delegates from the several Provinces, is to be considered still in force.

This is a question between the Provinces themselves. As the Canadian Government appear to have arrived at the conclusion that Canada is not bound by the agreement, but can rightfully depart from its terms, I abstain from expressing an opinion on a subject which does not fall within my authority.

I intimated my readiness to concur in the choice of Mr. Fleming to execute a preliminary survey, under an impression that the several Provincial Governments had already agreed upon making that selection. In this it appears that I was mistaken, and therefore the nomination must be considered as, for the present, suspended. I can only say that if the correspondence which is in progress on the subject, between the several Provincial Governments, should result in a resolution to make a survey, I shall be happy to do my best to facilitate any measures which they may agree upon as calculated to promote a satisfactory settlement of the question of constructing the railway.

I have, &c.,

(Signed,)

NEWCASTLE.

Viscount Monck, &c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,

Quebec, Dec. 21st, 1863.

SIR,—Referring to your despatch of the 8th of October last, I have the honor to 18th Dec., transmit to Your Excellency herewith a copy of a Minute of the Executive 1863. Council, approved by me, on the subject of the Intercolonial Railway.

I have, &c.,

(Signed,)

MONCK.

His Excellency

The Hon. A. H. Gordon, &c., &c., &c.,  
New Brunswick.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 18th December, 1863.*

The Committee of the Executive Council have had under consideration a memorandum of the Executive Council of New Brunswick in reference to the Intercolonial Railway, transmitted by His Excellency the Lieutenant Governor of that Province, under date the 8th October last; and they have the honor to submit for Your Excellency's approval the following observations in reply.

The Committee cannot refrain from expressing their regret that the Government of New Brunswick continues to attach undue importance (in the judgment of the Committee) to the details of the provisional agreement entered into at Quebec in September, 1862.

The Committee have already reported to Your Excellency that, in their opinion, that convention is practically at an end, not by reason of any action on the part of Canada, but as a result of the conditions insisted upon by the Imperial Government, and the consequent failure of the negotiations in London. An unyielding adherence to the convention of 1862, in its entirety, and a determination to make it the unalterable basis of further proceedings, can only have the effect of indefinitely postponing the entire project. On the other hand, the Committee are anxious to see a survey undertaken at the earliest possible period, that the information may be acquired which the discussions in London have shewn to be an essential preliminary to further negotiation.

It is gratifying to know that the steps taken to secure a survey are concurred in by the Imperial Government, and the Committee trust that the Government of New Brunswick will waive all further objection, and thus assist in restoring the question of an Intercolonial Railway to a position more favorable to a satisfactory solution.

The desire of the Government of New Brunswick to treat with Canada as though it were irrevocably committed to the details of the preliminary arrangements of the representatives of the three Governments in 1862, appears the more surprising to the Committee when they remember that the assent of the Imperial Government—the fourth party to the compact—was refused unless new conditions of a very important character were agreed to, and also unless Canada acquiesced in a distinct repudiation of considerations by which the views of its Government had been largely influenced.



Of the nature of these considerations the Committee need not here speak. It is enough that to the then Government of Canada they found cogent reasons for assenting to the plan adopted by the Convention, and that they were set aside as inadmissible by the Imperial Government.

The Committee would also remark that the attempt to treat as fixed and unalterable, stipulations in an arrangement which, in its very nature, could have no force or effect until assented to by four separate Governments (one of which, from the first, refused its assent), and which, moreover, required to be confirmed by four distinct legislatures (a confirmation which became impossible by a failure of the preliminary agreement between the four Governments), seems as unreasonable as it is unprecedented.

The Committee do not forget that at a previous stage of this question, New Brunswick was itself a party to a proceeding similar to that of which it now complains. The agreement of 1862 was not the first upon the same subject, nor is a change of basis now made for the first time. One of the preliminaries which Canada is now asked to adhere to inflexibly, corresponds with a condition embodied in the arrangement of 1861, which was allowed to dissolve and disappear on the failure of the negotiations in England without remonstrance or objection on the part of New Brunswick.

The Committee submit that Canada may, without subjecting itself to a charge of bad faith, now do what New Brunswick and the other parties to the negotiation have already done under similar circumstances, without imputation or complaint from any quarter. If the requirement of the Imperial Government in relation to an explanatory survey of a central route were unreasonable, the Committee might have hesitated before acceding to it; but the Committee are constrained to admit the propriety of the demand of the Imperial Government for trustworthy data as to the cost of the undertaking before lending the Imperial guarantee.

The Committee need scarcely remind your Excellency that this survey was always regarded in Canada as an important element in the negotiations in England, as well as a necessary preliminary to the proper discussion of the project in the Canadian legislature.

The Government of this Province did not press the demand for a preliminary survey during the Conference at Quebec in 1862, for reasons which the Government of New Brunswick ought not to ignore. The survey was deferred at the earnest solicitation of the delegates from that Province, for the purpose of averting apprehended difficulties in their own legislature.

For the failure of the negotiations in England, New Brunswick is therefore, to a large extent, responsible, because one of the conditions insisted upon by the Imperial Government was omitted from the basis of the agreement at Quebec to promote the convenience of that Province.

The Committee are of opinion that the present attitude of the Government of Canada is one that in no respect prejudices the interests of any of the parties to the provisional agreement of 1862. In its memorandum of February last, the Canadian Government simply desired to place that convention in its true light, as a preliminary arrangement that had fallen to the ground, not by any act of Canada, but because the final terms, as presented at a later stage of the negotiations, were not accepted by all the contracting parties; and the Committee may remind your Excellency that several gentlemen not unfriendly to the project of an Intercolonial Railway, but who had opposed its prosecution under the convention of 1862, joined the Administration in May last, on the distinct understanding that the convention of 1862 was practically at an end. In the meantime, a re-consideration of the whole question is rendered necessary, as well to satisfy the people of Canada as to comply with the prudent demand of the Imperial Government.

Of this new proceeding an exploratory survey is the first step. What shall follow must be largely dependent upon the result of the engineering operations and upon the views of all the parties to the enterprise, as they may be founded upon or revised in accordance with the information which may then be available.

The Government of Canada reserves to itself the right of weighing, scrutinizing and dealing with the propositions which may hereafter be submitted, untrammelled by conditions or stipulations which events have annulled.

In conclusion, the Committee would renew the expression of their hope that the Government of New Brunswick will, on a re-consideration of the whole case, consent to co-operate

with Canada, Nova Scotia and the Imperial Government in undertaking a preliminary survey, which it is now evident must precede all further negotiations, and to defer discussions which properly belong to a subsequent stage of the question.

(Certified.)

W. H. LEE, C.E.C.

(Copy.)

No. 117.

GOVERNMENT HOUSE,

Quebec, 21st December, 1863.

MY LORD DUKE,—I have the honor to enclose, for your Grace's information, a copy 18th Dec., 1863. of a Report of a Committee of the Executive Council, approved by me on the 18th inst., on the subject of the Intercolonial Railway.

I have forwarded copies of this Report to the Lieutenant Governors of Nova Scotia and New Brunswick.

I have, &amp;c.,

(Signed,)

MONCK.

His Grace

The Duke of Newcastle, K.G.,

&amp;c., &amp;c., &amp;c.

(Copy.)

GOVERNMENT HOUSE,

Halifax, N. S., 28th December, 1863.

MY LORD,—I have the honor to acknowledge the receipt, from Your Lordship, of a despatch dated 21st December, 1863, and enclosing copy of a Report of a Committee of the Executive Council of Canada, dated 18th December, 1863, in reference to the Intercolonial Railway.

I have, &amp;c.,

(Signed,)

HASTINGS DOYLE.

His Excellency Viscount Monck,

&amp;c., &amp;c., &amp;c.

(Copy.)

GOVERNMENT HOUSE,

Quebec, December 21st, 1863.

SIR,—Referring to previous correspondence on the subject, I have the honor to transmit herewith a copy of a Report of a Committee of the Executive Council, approved by me on the 18th inst., in reference to the Intercolonial Railway.

I have, &amp;c.,

(Signed,)

MONCK.

His Excellency

The Administrator of the

Government of Nova Scotia,

&amp;c., &amp;c., &amp;c.

(Copy.)

GOVERNOR'S SECRETARY'S OFFICE,

Quebec, January 12, 1864.

SIR,—Referring to my letter to you of the 2nd of November last, I have the honor, by command of His Excellency the Governor General, to transmit to you, herewith, an extract from a despatch of His Grace the Duke of Newcastle to His Excellency, dated the 20th of December, 1863.

I have, &amp;c.,

(Signed,)

FRANCIS RETALLACK,

Acting Secretary.

Sanford Fleming, Esq.,

&amp;c., &amp;c., &amp;c., Toronto.

(Copy.)

No. 9.

DOWNING STREET,

18th January, 1864.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's despatch of the 21st of December, enclosing a copy of a Report of a Committee of the Executive Council of Canada on the Intercolonial Railway.

Having so recently addressed you on this subject, in my despatch No. 134, of the 20th of December, I have nothing to add on the present occasion.

I have, &c.,

(Signed,)

NEWCASTLE.

Viscount Monck,  
&c., &c., &c.

(Copy.)

TORONTO, January 18th, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of 12th instant, enclosing, by command of His Excellency the Governor General, an extract from a despatch of His Grace the Duke of Newcastle, dated 20th December, 1863, on the subject of the survey of the contemplated Intercolonial Railway.

I have, &c.,

(Signed,)

SANFORD FLEMING.

Capt. Retallack,  
&c., &c., &c.,  
Acting Civil Sec., Quebec.

GOVERNMENT HOUSE,

Quebec, February 20th, 1864.

SIR,—Referring to the correspondence which has taken place between the Government of Canada and that of New Brunswick, in reference to the execution of a survey of the route of the proposed Intercolonial Railway, I have the honor to inform Your Excellency, that in order to avoid further delay, the Government of Canada has decided to undertake the survey on its own responsibility and at its sole expense.

It will be for the Governments of New Brunswick and Nova Scotia hereafter to consider whether, if the results of the survey shall prove useful to the enterprise, they will deem it right to reimburse to Canada their proportion of the cost of the work.

Mr. Sanford Fleming, the engineer appointed to conduct the survey, will be despatched to the seat of his operations as soon as the necessary arrangements can be completed, and I have to request that you will give directions that he may receive any assistance in the discharge of his duties which it may be in the power of your Government to afford him.

I have, &c.,

(Signed,)

MONCK.

His Excellency The Hon. A. H. Gordon,  
&c., &c., &c.,  
New Brunswick.

His Excellency Major General Doyle,  
&c., &c., &c.,  
Halifax, Nova Scotia.

FREDERICTON, N. B.,

26th February, 1864.

MY LORD,—I have the honor to transmit to Your Excellency the enclosed copy of a Minute of my Executive Council, in reply to that of the Executive Council of Canada, enclosed in Your Excellency's despatch of the 21st December, 1863.

As, notwithstanding the divergence of opinion between the two Governments as to the nature of the engagements entered into between them in the year 1862, there appears to be but one desire on the part of both practically to facilitate the accomplishment of the contemplated work, I trust this controversy may now, for the present at all events, be allowed to rest.

I have, &c.,

(Signed,)

ARTHUR H. GORDON.

The Viscount Monck,  
&c., &c., &c.

(Copy.)

To His Excellency the Honorable Arthur Hamilton Gordon, C.M.G., &c., &c., &c.

The Committee of Council have had under consideration the Report of the Committee of the Executive Council of Canada, approved by His Excellency the Governor General on the 18th December last, and have the honor to submit the following reply thereto.

The Committee cannot but express their regret that the Canadian Government have not recognized the force and justness of the arguments presented in their memorandum of the 7th of October last. The anxiety that is manifested by the Government of Canada to cast upon the Government of this Province the responsibility of the delay in the progress of the contemplated railway, shows, however, to the Committee that in Canada there is growing a desire for the speedy completion of a work that is calculated to perpetuate British connection, and establish more intimate commercial, social and political relations between the inhabitants of British North America.

There are many points in the report under consideration which demand some notice from the Committee; and, in the first place, they desire to deal with that portion of it which charges the Government of New Brunswick with being a party to a proceeding similar to that of which it now complains. The Committee presume that the Government of Canada refer to the results of the negotiation between the Imperial Government and the delegates from Canada, Nova Scotia and New Brunswick, in 1861.

We need but refer Your Excellency to the particulars connected with the two negotiations, to show that the assertion made by the Government of Canada is not justified. At the Conference held in Quebec, in 1861, the representatives of the three Governments unanimously agreed to renew the application made to the Imperial Government in 1858. The proposal then made was, that one-half of the necessary subsidy, £60,000 sterling per annum, should be paid by the three Provinces, and the other half by the Imperial Government; in consideration for which aid, mails, troops and munitions of war were to be carried over the proposed railway free of expense to the Imperial Government. This proposal was pressed by the delegates from the three Provinces upon His Grace the Duke of Newcastle and other members of the Cabinet, in November and December, 1861.

On the 12th April, 1862, the Secretary of State for the Colonies transmitted a despatch to the Governor General of Canada and to the Lieutenant Governors of Nova Scotia and New Brunswick, informing them that, after giving the subject their best consideration, Her Majesty's Government had not felt themselves at liberty to concur in that mode of assistance; but that Her Majesty's Government were willing to offer the Provincial Governments an Imperial guarantee of interest, towards enabling them to raise, by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the railway. On the 15th August, 1862, the Governor General invited delegates for the Governments of Nova Scotia and New Brunswick to meet the Government of Canada at Quebec, to consider the proposal of the guarantee made by the Imperial Government, and the terms upon which it could be accepted.

It was, of course, evident to all the parties concerned, that negotiation upon the basis proposed in the previous year must necessarily be considered as closed by the refusal of the Imperial Government to comply with the terms of the proposal made by the British North American Provinces. That proposal had been made by the three Provinces, acting in strict concert, and its rejection was simultaneously made known to each of them by the Imperial Government. In all these proceedings there was a perfect unity of action on the part of these Provinces, and the Committee fail to perceive any divergence in their course, or any withdrawal on the part of one of them from engagements into which they had mutually entered.

A new proposition having been made by the Imperial Government, two grave questions arose. The first of these was, whether the proposal was one which should be accepted by the three Provinces. On this being determined in the affirmative, a further question suggested itself for consideration, as to the portion which should be borne by each Province of the liability which, by the acceptance of the Imperial proposition, was thrown wholly upon the colonies themselves. The Government of Canada certainly ought not now to take exception to the arrangements made, as the proportions agreed upon were those proposed by the Canadian Government themselves, and not by the representatives of the Lower Provinces.

It is not necessary to enter upon the particulars of that arrangement; they are matters of record, and with which the Government of Canada is perfectly familiar. Let us contrast these proceedings with those of a subsequent date, and ascertain what similarity there is between the two. Delegates proceeded to England in November, 1862, to arrange with the Imperial Government the terms and conditions upon which the proposed loan for the construction of the Intercolonial Railway was to be granted to the three Provinces. The delegates had had several conferences with His Grace the Duke of Newcastle, the Chancellor of the Exchequer, the Under-Secretaries of the Colonial Office and the Treasury, in relation to the object of their mission. At the close of these conferences, a proposal was drawn up by the two departments referred to, embodying substantially what was supposed to have been concurred in by all the delegates. Messrs. Howe and Tilley accepted the proposal on behalf of the Governments they represented, expressing, however, the hope that upon further consideration, the Imperial Government might be induced to refrain from insisting upon the establishment of a sinking fund. The Canadian delegates were then in Paris. Upon their return to England, and just before their departure for Canada, they forwarded to His Grace the Duke of Newcastle a memorandum containing several objections to the terms of his proposal.

At the conclusion of the paper referred to, the delegates make a counter proposition for the consideration of Her Majesty's Government. The loan asked for by them is £3,000,000 sterling; they propose to repay it in 10, 20, 30 and 40 years; that the debentures should bear interest at  $3\frac{1}{2}$  per cent., and that the proportion of the liability to be assumed by Canada should be £1,250,000, or five-twelfths; £875,000, or three and a half-twelfths for Nova Scotia, and the like sum for New Brunswick—substantially agreeing to the proposal made by the Imperial Government in nearly every particular, except in relation to the sinking fund.

After the return of the delegates, and awaiting the decision of the Imperial Government on their proposal, the Government of Canada having been assured that the Governments of Nova Scotia and New Brunswick would introduce into their legislatures the necessary Bills authorizing the loan under the proposal of the Imperial Government, placed in their estimate, submitted to the Canadian Parliament, the sum of \$10,000 towards the preliminary survey. This was done that all unnecessary delay in this important undertaking might be avoided. The Government of Canada was promptly informed of the action of the legislatures of Nova Scotia and New Brunswick, and copies of the Bill passed by the two legislatures were transmitted by the Lieutenant Governors of Nova Scotia and New Brunswick to the Governor General of Canada. During all this time no intimation was given by the Canadian Government to the Governments of Nova Scotia and New Brunswick; that they considered the negotiations and proposals upon which these Bills were based were at an end, or had terminated, as is now alleged; upon the return of the delegates to Canada. After legislation had been completed in Nova Scotia and New Brunswick, the Canadian Government, under date of 6th July last, communicated to the Governments of the Lower Provinces their readiness to appoint an engineer, and to proceed with the survey of the proposed railway, and their intention to place in the estimate to be voted at the approaching session of the legislature a sum similar to that submitted to the late Parliament, viz.: \$10,000, to meet Canada's share of the expenses of such survey.

In reply to this despatch from the Canadian Government, Your Excellency informed the Governor General that so anxious was the Government of New Brunswick that no unnecessary delay should take place in the completion of this important work, that they had, notwithstanding the provisions of the Act passed by the New Brunswick legislature, advised that the survey be proceeded with as proposed by the Canadian Government. Your Excellency at the same time informed the Governor General that so many difficulties attended any departure from the agreement entered into between Canada, Nova Scotia and New Brunswick on this subject, which agreement, by being annexed to the Act passed by the legislature of this Province during the late session, now has the force of law, that you thought it expedient to despatch a member of your Government to Quebec, for the purpose of more fully arranging the details of the proposed survey. To this delegate, when in Quebec, the Government of Canada, through Attorney General Macdonald, expressed their willingness to bear five-twelfths of the expense of the proposed survey. Messrs. Dorion and Holton at the same time stated that whilst they were not to be considered as binding

themselves to bear five-twelfths of the cost of the road, that the proportion they would assume would depend on the information furnished by the survey. The delegate stated in reply that, from the despatch of the Governor of New Brunswick, just then read, full power and authority had been given him to enter into arrangements while at Quebec for the completion of the survey; but from statements that had been made in the Canadian Parliament a few days previous, as well as from observations that had at that time fallen from members of the Canadian Government, he declined to take any steps that would commit the Government of New Brunswick, until he had an opportunity of conferring with His Excellency the Lieutenant Governor and his colleagues in the Government, but that this should be done with the least possible delay, and an answer forwarded, if possible, by telegraph, on the Wednesday following.

The delegate from the Government of New Brunswick, relying upon the good faith of the Canadian Government, took it for granted that the language above referred to might be fairly construed to mean that if, upon the survey being completed, it was found that the road could be constructed for £3,000,000 or £3,500,000 sterling, as originally estimated, that the proportion of the expense to be assumed by the Canadian Government, under their own proposition, would still be adhered to. He consequently recommended his colleagues to agree to the appointment of an engineer, and to proceed with the survey. The Committee of Council advised Your Excellency to that effect, accompanying such recommendation with the expressed hope that if, upon the completion of the survey, the work was found practicable, no further deviation from the agreement of 1862 would be proposed.

Thus far, matters appeared to be progressing satisfactorily, until the receipt of the despatch of the Governor General in reply to Your Excellency's despatch of the 18th September, in which it is distinctly stated by the Canadian Government that the only conditions upon which they will proceed with the survey is upon the distinct understanding that further arrangements for the construction of the proposed railway must be upon a new basis.

The Committee cannot therefore but consider that the Government of Canada, and they alone, are responsible for any delay that has, up to the present time, been caused in the furtherance of this important intercolonial work. We know that it is alleged by the Canadian Government that their Minute of Council of 25th February was intended as a notification of their abandonment of the basis upon which negotiation up to that time had been founded, and say that they hoped that their report would have been sufficient to prevent misconception upon that point. The Committee have more than once examined that document with great care, but have failed to find in it a single sentence that, in their opinion, is calculated to convey either to the Imperial Government or to the Governments of New Brunswick and Nova Scotia, a notice of the abandonment of the agreement of 1862, and Your Excellency has already called the attention of the Governor General to the fact that the Minute of Council of 25th February last was never officially communicated to this Government, which it appears to the Committee would most certainly have been done, had the Canadian Government at that time considered it a notification of the abandonment of any agreement formerly entered into by the Governments of the three colonies. That it was not considered in this light by the Imperial Government, to whom it was communicated, is evident from the terms of the despatch addressed by the Duke of Newcastle to the Governor General of Canada on the 20th October, 1863, in which His Grace observes that "he finds some difficulty in reconsidering the intimation of the abandonment of the Quebec agreement contained in the Report of the Committee of the Executive Council of Canada, of September, with the request made a short time previously for the appointment of an engineer to take part in the proposed survey on behalf of the Imperial Government." The Committee, keeping in mind the proposal made to the Imperial Government by the Canadian delegates on their departure from England, December 23rd, 1862, in which they state the terms and conditions upon which they were prepared to accept the proposed loan, and reading the Report of the Committee of the Executive Council of Canada, of 25th February, 1863, connected therewith, can only look upon the language used in that document as addressed to the Imperial Government with a view of inducing them to grant the desired loan upon the terms proposed by the delegates

when leaving London, in support of which conclusion we refer Your Excellency to the last paragraph of their report, which is as follows:—

“Your Excellency’s advisers have full confidence that the Government and Parliament of Great Britain will grant the proposed guarantee upon the most liberal terms, in consideration of the importance of this great work as a measure of defence and a means of extending and securing the political and commercial influence of England over our immense territory, extending from the Atlantic to the Pacific.” It appears, therefore, that the proposition made to the Imperial Government in 1861 was distinctly refused, but a counter proposition was made, to consider which the Governor General of Canada invited representatives of the three Governments to meet at Quebec. In the abandonment of the original proposal, all the Governments assembled concurred; but in the subsequent proceedings the conditions upon which the loan was proposed to be made by the Imperial Government were not assented to by the delegates of the Canadian Government, a counter proposition being submitted by them and urged by the Canadian Government for the favorable consideration of the Duke of Newcastle.

Awaiting the decision of this application, the Government of Canada proposed to the Lower Provinces the survey in advance of Canadian legislation, and it was not until the Governments of the Lower Provinces had assented to this survey, that any intimation was given, either directly or indirectly, that the Government of Canada considered the agreement of 1862 at an end, or that the negotiation by the Governments of Nova Scotia and New Brunswick of its termination was made a condition upon which the Canadian Government would alone proceed.

The Committee deny, therefore, that New Brunswick was herself a party to a proceeding similar to that of which it now complains, nor indeed can they perceive the slightest resemblance in the cases between which it is sought to institute a parallel.

In the one instance three parties agreed to make a common proposal to a fourth, by whom that proposal was declined. The transaction was a very simple one, and clear to all concerned. In the other case, the fourth party made a proposal which was accepted by the remaining three, who, in consequence of such acceptance, entered into a further agreement between themselves. Of these three, however, one, it would appear, privately resolved to make her assent dependent upon conditions which were not communicated to the other parties along with whom she was negotiating. To a proceeding of this character New Brunswick has certainly not been a party.

The following paragraphs of the report now under consideration call for some remarks from the Committee: “If the requirements of the Imperial Government in relation to an exploratory survey of the central route seem unreasonable, the Committee might have hesitated before assenting to it; but the Committee are constrained to admit the propriety of the demand of the Imperial Government for trustworthy data as to the cost of the undertaking before lending the Imperial guarantee. The Committee need scarcely remind Your Excellency that this survey was always regarded in Canada as an important element in the negotiation in England, as well as a necessary preliminary to the proper discussion of the subject in the Canadian Legislature. The Government of this Province did not press the demand for a preliminary survey during the Conference at Quebec in 1862, for reasons which the Government of New Brunswick ought not to ignore. The survey was deferred at the earnest solicitation of the delegates from that Province, for the purpose of averting apprehended difficulties in their own legislature. For the failure of the negotiations in England, New Brunswick is therefore to a large extent responsible, because one of the conditions insisted upon by the Imperial Government was omitted from the basis of the agreement at Quebec, to promote the convenience of that Province.” The Committee would remark that they are not aware that the Imperial Government have selected any particular route to be surveyed, and that the admission now made of the propriety of the demand of the Imperial Government for trustworthy data as to the cost of the undertaking before lending the Imperial guarantee, contrasts strongly with the language used in reference to the same subject by the Canadian delegates in their communication to the Duke of Newcastle on the eve of their departure from England, and differs very materially from the language used by the same Governments no later than September last, when justifying the objections taken by their delegates to the proposal of the British Government, that the survey should precede Im-

perial legislation. The delegates say with reference to this proposal: "The Treasury propose, as another condition which must greatly delay all arrangements, and may, after all the expenses attending requisite surveys, the trouble and the difficulties of carrying the necessary legislation in the different Colonial legislatures, render all this trouble, all this expenditure, all this legislation useless and of no avail, leaving certainly a strong feeling of dissatisfaction in the minds of the inhabitants of the colonies."

The Canadian Government say: "The Imperial Government thus making the proposed assistance by way of loan contingent upon the result of a previous survey establishing the sufficiency of the guarantee for the full purpose for which it was to be granted, the delegates were therefore constrained to decline the acceptance of a proposal fettered by restrictions so much at variance with their instructions, and their decision received the approval of their colleagues, as being in harmony with the spirit of the agreement arrived at by the Quebec Convention." It therefore appears, whatever may have been the opinions expressed by a portion of the delegates at Quebec relative to the necessity of Colonial legislation in advance of the survey, that the proposal made by the Imperial Government for the survey to precede Imperial legislation, though not at variance with the agreement entered into by the three Governments at Quebec, was rejected by the delegates from Canada, and their actions subsequently justified by their Government, while the delegate representing the Government of this Province assented to this as well as all the other conditions contained in the proposal of the British Government; the Committee must, therefore, express their astonishment that, with these facts on record, and fresh in the memory of every member of the three Governments, the Government of Canada should now endeavor to cast upon the Government of New Brunswick the responsibility of the failure of negotiations in England. The Government of Canada state "that the assent of the Imperial Government to the proposed loan was refused unless new conditions, of a very important character, were agreed to, and also unless Canada acquiesced in the distinct repudiation of considerations by which the views of the Government have been largely influenced." The Committee have failed to discover the new and important conditions referred to. The Committee observe that in nearly every report and Minute of Council prepared by the Government of Canada, reference is made to the decision of the Imperial Government by which they decline to recognize the proposed expenditure by Canada in the construction of the Intercolonial Railway, as so much expended by them for purposes of defence, and it is invariably used as a justification for the rejection of the proposed loan to the colonies upon the conditions offered by the Imperial Government.

The Committee desire to remind the Government of Canada that this stipulation made by them formed no part of the agreement, nor, indeed, was brought under discussion at all at Quebec; and they fail to see how it can affect, in any way, the financial condition of Canada. If Canada was bound, by law or agreement with the Imperial Government, to expend, for the purposes of defence, any specified sum, then they could understand why such a proposal was made, and importance attached to its acceptance or rejection.

The nature of the security to be given by the colonies was one of the questions which the delegates were required to arrange with the Imperial Government; and as a sinking fund was required when a loan of £1,500,000 was granted to Canada for the improvement of her internal navigation, and as all similar loans to colonies have been made by the Imperial Government on the condition that a sinking fund should be established for its repayment, it was but reasonable to expect that it would be required in this case also. The Government of Canada must have been fully alive to the probability of such a stipulation on the part of the Imperial Government, when they assented to the arrangements of 1862; and if they had determined beforehand that it was one to which they would, under no circumstances, agree, it would have been only fair to the other parties to the negotiation that some indication of this determination should have been then communicated to them. If this point was regarded as being of such vital importance, why, it may be asked, was it not brought forward upon that occasion?

The objections to the stipulation that the loan is to be the first charge after the interest of existing debts, and that the debentures should bear  $3\frac{1}{2}$  per cent., instead of 4, as was supposed by the Canadian delegates, are both removed by the letter of Sir Frederic Rogers, addressed to Mr. Tilley, on the 24th January, 1863. A paragraph in the proposition, which provides that the assent of the Treasury to these arrangements presupposes



adequate proof of the sufficiency of the colonial resources to meet the charges intended to be imposed upon them, was, no doubt, introduced upon the suggestion of one of the delegates, Mr. Howe, that such information would be furnished the Treasury before Parliament would be asked to give assent to the loan. Had the Canadian delegates requested to see the Duke of Newcastle before they left England, they would have ascertained from His Grace that the transportation of troops, munitions of war, &c., was not to be at the expense of the Colonial Governments, but paid for by the British Government as before stated. The Committee conceive that the objection of the Canadian Government to the survey being made in advance of Imperial legislation being now removed, the sinking fund is the only question upon which the Imperial and Canadian Governments appear to be at issue, and, in the opinion of the Committee, nearly all the objections to that proposition were removed by the assent of Mr. Gladstone to invest the fund in our own colonial securities, while if a difference of opinion should still exist between the Imperial Government and the Government of Canada upon that point, they cannot see how the Government of Canada can thereby justify herself in departing from the proportion of the expense to be borne by each Province, as proposed by Canada in 1862, and agreed upon by the other colonies.

The differences between the Government of Canada and the Imperial authorities may render the commencement of the work in view impossible, until it has been satisfactorily adjusted, but the Committee fail to see how this bears upon the agreement between the Provinces as to the course to be pursued on the satisfactory solution of such difficulties. The agreement of 1862 presupposed a satisfactory arrangement with the Imperial Government. Till that is effected, the scheme is, no doubt, in abeyance. On its settlement the provisions of the interprovincial agreement ought, it would appear, to take effect; and, in connection with this subject, the Committee cannot but observe what appears to them a slight confusion on the part of the Executive Council of Canada between two things essentially distinct. When they speak of the "consent of four different legislatures being requisite for the confirmation of the Quebec agreement," they are, no doubt, right in as far as concerns the ratification by the Imperial Parliament of the undertaking of the British Government to guarantee the proposed loan; but they are clearly wrong in supposing that the consent of the British Parliament is required to, or, indeed, that it could with propriety be consulted upon the arrangement between the different Provinces themselves, which are dependent wholly on the local legislatures and Executive Governments.

For the purposes of the negotiation, the Provinces are looked upon by Great Britain as one whole; their separate liability is a matter for their own consideration alone.

The Government of Canada assert that no loss has been sustained by either of the colonies by the course pursued by the Canadian Government, and that the Government of New Brunswick, in their estimation, attach an undue importance to the details of the agreement of 1862.

The Committee, on the contrary, are of opinion that serious loss has already been occasioned to all the parties interested in the policy pursued by the Canadian Government; and should the rejection of the offer made by the Imperial Government lead to the permanent postponement of the construction of this important line of railway, results the most disastrous to the political and social conditions of the colonies may follow; nor, in their opinion, can too much importance be attached to any of the conditions of a contract entered into in good faith by the three Governments.

(Signed,)

S. L. TILLEY,  
W. H. STEEVES,  
J. M. JOHNSON,  
JOHN McMILLAN,  
JAMES STEADMAN,  
GEORGE L. HATHEWAY,  
CHARLES WATTERS,  
WILLIAM E. PERLEY.

February 10th, 1864.

FREDERICTON, February 29th, 1864.

(Copy.)

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch of the 20th instant, informing me that, under existing circumstances, and with a view to prevent the delays which might be occasioned by the difference of opinion existing

between the two Governments, the Government of Canada has determined to undertake a survey of the line of the proposed Intercolonial Railway at its own expense, and on its own responsibility.

The spirit which has prompted this determination, I trust, offers a favorable augury for the speedy conclusion of the work so long contemplated, and affords a fresh guarantee that the Government of Canada is sincerely desirous of its accomplishment.

Every facility will, in accordance with Your Excellency's request, be afforded to Mr. Sanford Fleming whilst in this Province.

I have, &c.,  
(Signed,) ARTHUR H. GORDON.  
His Excellency  
Viscount Monck,  
&c., &c., &c.

(Copy.)

FREDERICTON, N.B.,  
2nd March, 1864.

MY LORD.—I have the honor to enclose for Your Excellency's information a copy of the "correspondence relating to the Intercolonial Railway," which has been, by my direction, laid before the legislature.

I have, &c.,  
(Signed,) ARTHUR H. GORDON.  
His Excellency  
The Governor General,  
&c., &c., &c., Canada.

(Copy.)

GOVERNMENT HOUSE,  
Halifax, 3rd March, 1864.

MY LORD.—I have the honor to acknowledge the receipt of Your Excellency's despatch, dated 20th ultimo, stating that the Canadian Government is about to proceed with the survey of the line of the Intercolonial Railway at its sole cost, and I beg to inform you that I lost no time in laying it before the Executive Council of this Province, and have directed that it shall be placed upon the table of the House of Assembly with the other documents connected with the subject of the Intercolonial Railway, which have already been printed and laid before the House.

I have, &c.,  
(Signed,) HASTINGS DOYLE.  
His Excellency  
Viscount Monck,  
&c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,  
Halifax, March 4th, 1864.

MY LORD.—Your Lordship's despatch of the 20th ultimo was duly received, and in reply I have the honor to state that it will give the Government of this Province much pleasure to afford every possible facility to Mr. Sanford Fleming while engaged in making a survey of the route of the proposed Intercolonial Railway.

I have, &c.,  
(Signed,) HASTINGS DOYLE.  
His Excellency  
Viscount Monck,  
&c., &c., &c.

(Copy.)

QUEBEC, 5th March, 1864.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 26th February, enclosing a copy of a Minute of your Executive Council, in reply to that of the Executive Council of Canada of the 18th December, in relation to the Intercolonial Railway negotiations.

I have, &c.,  
(Signed,) MONCK.  
Lt. Governor  
The Hon. A. H. Gordon,  
&c., &c., &c.

(Copy.)

QUEBEC, 8th March, 1864.  
SIR,—I have the honor to acknowledge the receipt of your despatch of the 2nd instant, enclosing a pamphlet containing correspondence relating to the Intercolonial Railway, laid before the Legislature of New Brunswick, and I beg to thank you for this communication.

I have, &amp;c.,

(Signed,)

MONCK.

His Excellency

The Hon. A. H. Gordon,  
&c., &c., &c.

(Copy.)

QUEBEC, 15th March, 1864.  
SIR,—I have the honor to enclose, for your information, a copy of the instructions 11th March, given by this Government to Mr. Sanford Fleming, for the survey of the line 1864. of the Intercolonial Railway.

I have, &amp;c.,

(Signed,)

MONCK.

His Excellency

The Hon. A. H. Gordon,  
New Brunswick.

His Excellency

Major General Doyle,  
Nova Scotia.

(Copy.)

No. 32.

GOVERNMENT HOUSE,  
Québec, 15th March, 1864.  
MY LORD DUKE,—I have the honor to enclose, for Your Grace's information, a copy 11th March, of the instructions given by this Government to Mr. Sanford Fleming, for the 1864. survey of the line of the Intercolonial Railway.

I have, &amp;c.,

(Signed,)

MONCK.

His Grace

The Duke of Newcastle, K.G.,  
&c., &c., &c.

(ADDITIONAL—Laid before the House, 28th March, 1864.)

QUEBEC, 16th March, 1864.

MY DEAR SIR,—You are aware that I have lately been to New Brunswick, and have had some conferences there with the Government of that Province, with reference to the Intercolonial Railway. After much discussion with the members of the Government there, I addressed the Premier (Hon. Mr. Tilley) a letter, dated the 4th inst., a copy of which I now beg to enclose to you.

I have also sent, officially, a copy of this communication to the Government of Nova Scotia, and I now forward it to you for you to use in any way that you may think desirable.

I think the letter sufficiently explains itself without going into an explanation upon the subject; but if you desire any further particulars or information, I shall be happy to confer with you at any time on the matter.

I will only add, that it would be a matter of great relief to those on whose behalf I address you, if the Governments of the three Provinces would undertake the construction of the work of the Intercolonial Railway themselves, without asking the intervention of third parties.

We have no desire whatever to enter into this matter, and only do so from representations which have been made to us by all the three Governments, that very great objections exist as to the construction of the line by government commissioners, and the perspective possible loss in working the railway after it is completed.

If the proposal I now make can be made the means of obviating these difficulties and securing the early construction of the Intercolonial Railway, and thus provide an outlet for the whole of British North America to the Atlantic Ocean, without passing through the

territory of any foreign country, we shall be glad to take any steps which may be considered likely to accomplish that object.

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

I am, my dear Sir,  
Yours faithfully,  
(Signed,) O. J. BRYDGES.

FREDERICTON, N.B., March 4th, 1864.

SIR,—With reference to the letter which I had the honor to address to you yesterday, and to the interview which I had subsequently with the members of the Government of New Brunswick, I now beg to propose, on behalf of parties in England with whom I have been in communication, to enter into negotiations for the formation of a substantial and influential Company for the construction of the Intercolonial Railway between Rivière du Loup and Halifax.

It is of course impossible, in the present state of the matter, to define precisely the full terms upon which such a negotiation could be concluded.

The survey which is now being conducted by Canada will doubtless afford information upon which arrangements could be consummated; but, in the meantime, I may state generally that the Company I refer to would undertake to build the Intercolonial line upon receiving the Imperial guarantee for the amount of the subsidies to be secured to the Company by the three Provinces, the Company of course undertaking, when the line is completed, to work it without any cost to either of the Provinces.

I have reason to believe that such a proposition as this would be favorably received by the other Provinces, as being calculated to remove many of the objections which exist in regard to the construction of the line by Government commissioners.

I now beg to enquire how far such a proposal will meet with the concurrence of the Government of New Brunswick, and what probability you think there is of such an arrangement being consummated, provided that the necessary details of the measure could be satisfactorily adjusted, upon the completion of the survey now in progress?

I may add, that if the three Provinces consider it more advisable to build the line by Government commissioners, I do not desire to press this offer in the least. It is only made by parties having already large interests in British America, from a belief that it might be the means of removing some objections now entertained to the prosecution of the Intercolonial Railway, and secure the early commencement of the undertaking. If we are mistaken in these views, I need hardly say that those on whose behalf I now address you have no desire to intervene in the matter; their only object being to secure, at as early a day as possible, a permanent outlet to the Atlantic ocean, through British territory, for the whole of British North America.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed,) C. J. BRYDGES.

The Hon. S. L. Tilley,  
Provincial Secretary,  
New Brunswick.

SECRETARY'S OFFICE,  
Quebec, 18th March, 1864.

SIR,—I have had the honor to receive and lay before His Excellency the Governor General, your letter of the 16th inst., addressed to the Hon. J. S. Macdonald, covering a copy of your communication to the Provincial Secretary of New Brunswick, on the subject of the construction of the Intercolonial Railway between Rivière du Loup and Halifax. It would be obviously premature, pending the completion of the survey of the line now being made, to enter upon any consideration of the proposition made by you on behalf of parties in England for the construction of the contemplated road. Meanwhile, His Excellency desires me to thank you for your communication, and to add, that when the proper time arrives, the subject will not fail to receive the careful consideration of the Government.

I have, &c.,  
(Signed,) A. J. FERGUSSON BLAIR,  
Secretary.

C. J. Brydges, Esq.

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# RETURN

To an Address of the Honorable the Legislative Assembly, dated 9th May, 1864, for Copies of Instructions given to Mr. Sandford Fleming, respecting Survey for Intercolonial Railway.

By command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
18th May, 1864.

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SECRETARY'S OFFICE,  
Quebec, 25th August, 1863.

SIR,—I have the honor to inform you that His Excellency the Governor General in Council has been pleased to appoint you, to co-operate with the gentlemen to be appointed by the Imperial Government and the Lower Provinces, in the joint survey of the contemplated line of an Intercolonial Railway.

You will receive in due time such instructions as you may require in the accomplishment of that important mission.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) A. J. FERGUSSON BLAIR.

Sandford Fleming, Esquire,  
Civil Engineer,  
Toronto.

TORONTO, 28th August, 1863.

SIR,—I have the honor to acknowledge the receipt of your letter of the 25th instant, informing me that His Excellency the Governor General in Council has been pleased to appoint me, to co-operate with the gentlemen to be appointed by the Imperial Government and the Lower Provinces, in the joint survey of the contemplated line of an Intercolonial Railway.

In reply, I beg leave to state, that I have much pleasure in accepting the appointment which His Excellency the Governor General in Council has done me the honor to make, and that I will be glad to receive such instructions as may be required in the accomplishment of this important mission.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) SANDFORD FLEMING

To the Honorable A. J. Fergusson Blair,  
Provincial Secretary,  
Quebec.

SECRETARY'S OFFICE,  
Quebec, 11th March, 1864.

SIR,—I now address you, in writing, instructions by the Government of Canada for the survey intrusted to you of the route of the proposed Intercolonial Railway, the substance of which instructions has already been communicated to you in a verbal manner, such mode of communication having been adopted at the time in order to avoid delay in your departure from Quebec on the duty in question.

1. You are instructed, on the part of the Government of Canada, to proceed immediately to a survey and examination of the territory through which the proposed line of Railway, between this Province and those of New Brunswick and Nova Scotia, would run.

2. This survey and examination are intended for the purpose of enabling the Government of Canada to form an estimate of the practicability of the proposed undertaking, and of its probable cost, in order that the expediency of engaging in the work itself may be judged of in a satisfactory manner.

3. The information so obtained will also be at the service of the other Governments interested, if desired.

4. On a general examination of the country, you will consider the routes which have, on previous occasions, been contemplated for the object in question, as well as any others which may seem to you worthy of attention.

5. Your notice will be especially given to any obstacles which may present themselves as requiring serious expense to surmount, and to the best method of overcoming such obstacles, or of avoiding them by deviations from the direct line.

6. You will also pay attention to the distance of what may, in other respects, appear the most eligible line from the frontier of the United States, at various points.

7. You will make your calculations, in the matter of the probable cost of the work, with a due regard to economy, but at the same time to full efficiency.

8. Similar considerations will guide you as regards the survey and examination.

9. You will endeavor to act in a cordial and harmonious spirit with any person who may be appointed, either on the part of the sister colonies or of the Imperial Government, to co-operate with you.

10. The completion of the survey and examination, at as early a period as possible, is highly desirable.

11. You will report your progress from time to time to the Provincial Secretary of Canada.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) A. J. FERGUSSON BLAIR.

Sandford Fleming, Esquire,  
Civil Engineer,  
Fredericton, New Brunswick.

HALIFAX, 25th April, 1864.

To the Honorable the Provincial Secretary of Canada.

SIR,—I had the honor, on the 21st March last, to receive, at Boistown, in New Brunswick, written instructions, dated Quebec, March 11th, respecting the survey of the contemplated Intercolonial Railway, which I had previously been constructing under verbal and general directions.

By these instructions I was directed, on the part of the Government of Canada, to survey and examine the territory through which the proposed line of Railway, between the Provinces of Canada, New Brunswick and Nova Scotia, would run, in order that an estimate may be formed of the practicability of the proposed undertaking, the probable cost of such line or lines as might appear most eligible, and their position in respect to the frontier of the United States. I was further directed to report progress from time to time.

I have now the honor to report, that I have made a general reconnoissance of a great portion of the country between this place and the present terminus of the Grand Trunk Railway at Rivière du Loup; that I have instituted exploration surveys across from the St. Lawrence to the head waters of the River Restigouche, from the River Tobique to the River Miramichi, near Boistown, and from the last-named River to the line of Railway now built from St. John's to Shediac.

These surveys are not yet sufficiently far advanced to enable me to report on the probable result. A considerable quantity of provisions, for the use of surveying parties during the ensuing summer, have been purchased and forwarded to the interior of the country; these provisions are placed in store "on the height of land between the St. Lawrence and the Restigouche, at a convenient point to further surveying operations."

I have endeavoured to employ the winter season to the best advantage, and I now intend to prosecute the survey with vigour, in order that it may be satisfactorily completed agreeable to the desire expressed in my instructions, at as early a period as possible.

With that object in view, I am organizing a sufficient number of surveying parties to aid me in the important work with which I have been intrusted.

Those parties will take the field at once, and in order to defray the cost of the requisite outfit and current expenses, I will before long make a requisition for funds.

It gives me great pleasure to state that the Governments of New Brunswick and Nova Scotia have furnished me with every information in their possession, and have afforded me every facility in the prosecution of the survey, so far.

The latter Government has requested me to act as Railway Engineer for Nova Scotia, thus evincing a desire to act in harmony with the Canadian Government in completing the great link of Railway communication between the two Provinces.

I return at once to New Brunswick, where I will be engaged for a short period, after which I will proceed to Canada for the purpose of completing arrangements for carrying on active operations during the summer.

I may take this opportunity of stating, that any communication with which you may be pleased to favor me, will soonest reach me, during the progress of the survey, if addressed "Quebec."

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) SANDFORD FLEMING.

QUEBEC, May 5th, 1864.

To the Honorable the Provincial Secretary of Canada.

SIR,—I had the honor to address you from Halifax on the 25th April last, on the subject of the Intercolonial Railway survey, reporting to you the progress made, and indicating the steps now being taken by me to prosecute the survey agreeably to instructions.

I have now the honor to inform you that I have this morning arrived from New Brunswick, and that I am losing no time in completing arrangements to have a sufficient number of surveying parties in the field as early as possible. A continuous supply of funds will be required to carry on the survey as at present contemplated, of not less than three thousand dollars (\$3,000) per month, and it would greatly facilitate the work if I had authority to draw to that amount through any of the Bank agencies in the Lower Provinces, where the expenditure will chiefly take place.

This rate of expenditure during the present year will not, it is true, be sufficient to make perfect surveys and working plans, but it will, I feel somewhat confident, be sufficient to enable the Government to form an estimate of the practicability of the proposed undertaking, as well as the comparative cost of the several routes spoken of.

The expenditure, through me, up to this time, has been two thousand nine hundred dollars (\$2,900), in addition to which, a further sum has been paid by the Government for the purchase of supplies, and forwarding them to the interior of the country for future use. I am not aware what has been expended, but it is probable that the survey has cost, up to

this time, not less than six thousand dollars (\$6,000), leaving a balance of the amount appropriated last year, of \$4,000.

It will thus be evident from the rate of expenditure contemplated, that an additional sum of \$20,000 will be required during the present year.

I have respectfully to request that sufficient funds be placed at my disposal to pay the current expenses of the service which I have the honor to conduct. I will be happy to furnish at any time statements of the expense, with vouchers.

I have the honor to be, Sir,

Your most obedient servant,

[Signed,] SANDFORD FLEMING.

SECRETARY'S OFFICE,

Quebec, 6th May, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter, dated Halifax, 25th ult., and of your second letter, dated Quebec, the 5th inst., upon various topics connected with the survey of the proposed Intercolonial Railway line.

Being fully aware that the members of the Government are extremely anxious that the survey, upon which you are engaged, shall be energetically prosecuted, in order that they may as speedily as possible be placed in possession of the important information expected to result from it, I shall be very glad if you will enable me, when formally submitting these communications for the consideration of my colleagues, to lay before them at the same time your own opinion of the period at which such survey will be completed.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) JOHN SIMPSON,  
Secretary.

Sandford Fleming, Esquire,  
Quebec.

QUEBEC, 6th May, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of this date, in which you desire me to state when, in my opinion, the survey of the proposed Intercolonial Railway will be completed.

The instructions dated 11th March last, which I had the honor to receive, and under which I am now acting, appear to me to mean that what may be termed a "preliminary survey" is contemplated, and that I should be prepared to report as soon as possible on the various routes which have been proposed, so as to give the Government a tolerably correct idea of the practicability and the cost of each, the nature of the difficulties requiring serious expense to surmount, the character of the country through which they pass, and their position with respect to the frontier of the United States.

To make this survey, I propose to direct my attention chiefly to the difficult points on each route, and more especially to that portion of the central route lying between the Mirimachi and the boundary of Canada. On this portion and at the points referred to I will make surveys of such a character as will satisfy myself as to the practicability or otherwise of the line, as well as the approximate cost of overcoming obstacles of a serious nature. Where the country is comparatively level and a line easily constructed a general examination will probably suffice.

A survey of this nature can, I think, be completed within the present year, at a cost no greatly exceeding the estimate I had the honor to submit in my communication of yes-



terday's date. A more exact and thorough survey, should the Government desire it, will of course, require a much larger outlay.

I have the honor to be, Sir,

Your most obedient servant,  
(Signed,) SANDFORD FLEMING.

To the Honorable John Simpson,  
Provincial Secretary,  
Canada.

SECRETARY'S OFFICE,  
Quebec, May 7th, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date which, with your two previous communications on the same subject, namely, the Intercolonial Railway survey, the Executive Council have had under their consideration.

And I am directed to request, that in addition to the subjects named in your letter of yesterday as those to which, in making the survey, you propose to direct your chief attention, you will report, as accurately and distinctly as possible, upon the following topics:—

1. The comparative advantages of the various routes embraced in your survey, in a commercial point of view.
2. The quality of the land on the several routes, and fitness for cultivation and settlement.
3. The climatic influences which may affect the several routes.

Upon your application, the Finance Minister will make all necessary arrangements with regard to the supply of funds.

I shall feel obliged by your transmitting information, from time to time, touching the progress of your survey, and

I have the honor to be, Sir,

Your most obedient servant,  
(Signed,) JOHN SIMPSON, Secretary.

Sandford Fleming, Esquire,  
Quebec.

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 7th March, 1864; for copies of papers connected with Grand Trunk Railway Mail Service, since 1863.

By command.

A. J. FERGUSSON BLAIR,

Secretary.

SECRETARY'S OFFICE,  
23rd March, 1864.

POST OFFICE DEPARTMENT,  
Quebec, 23rd March, 1864.

- Report of Postmaster General upon Railway Postal Service, 12th August, 1863.
- May 6th, 1863. C. J. Brydges, Esq., to Postmaster General, giving arrangements for running of trains during summer of 1863.
- July 11th, 1863. C. J. Brydges, Esq., to Postmaster General, enclosing Memorandum respecting advances to Grand Trunk Railway.
- 13th July, 1863. Memorandum referred to in preceding letter.
- 18th July, 1863. Memorandum of certain points upon which Postmaster General requested from Mr. Brydges further information.
- 21st July, 1863. Mr. Brydges to Postmaster General, enclosing written statement in reply to queries in preceding Memo.
- 21st July, 1863. Written statement above referred to.
- 21st July, 1863. Mr. Brydges to Postmaster General, submitting certain corrections in regard to preceding statements.
- 27th July, 1863, telegram. Mr. Brydges to Postmaster General, respecting proposed interview.
- 27th July, 1863, telegram. Postmaster General to Mr. Brydges, same subject as foregoing.
- 28th July, 1863, telegram. Postmaster General to Mr. Brydges, asking for certain Returns.
- 28th July, 1863, telegram. Mr. Brydges to Postmaster General, stating that further statements and reports would be sent by mail to-day.
- 28th July, 1863. Mr. Brydges to Postmaster General, enclosing certain statements, and explaining why other information required cannot be given.
- 8th Aug., 1863, telegram. Mr. Brydges to Postmaster General, asking for interview that evening.
- 12th Aug., 1863. Order in Council fixing future rate of payment to Grand Trunk Railway for Postal Service, as therein detailed.
- 13th Aug., 1863. Secretary, Post Office Department, enclosing to Mr. Brydges copy of Order in Council of 12th August, 1863.
- 14th Aug., 1863. Mr. Brydges to Secretary, Post Office Department, acknowledging preceding letter, protesting against terms fixed by Order in Council, and notifying his intention of applying forthwith for permission to file "Petition of Right."

- 17th Nov., 1863. J. Hickson, Esq., to Deputy Postmaster General, communicating proposed changes in running of trains after 23rd Nov., 1863.
- 19th Nov., 1863. Deputy Postmaster General to Mr. Hickson, respecting arrangements detailed in letter of 17th Nov.
- 23rd Nov., 1863. J. Hickson Esq., to Deputy Postmaster General, referring to arrangements proposed in reply to letter from Deputy Postmaster General of 19th Nov.
- 20th Nov., 1863. Deputy Postmaster General to J. Hickson, Esq., respecting delay in transmission from Portland of mails by *North American*.
- 23rd Nov., 1863. J. Hickson, Esq., to Deputy Postmaster General, in explanation of delay to mails by *North American*.
- 25th Nov., 1863. Deputy Postmaster General to J. Hickson, Esq., respecting payments by Post Office Department to Grand Trunk Railway for special service.
- 18th Jan., 1864. Mr. Brydges to Deputy Postmaster General, respecting charge for special trains.
- 26th Jan., 1864. Deputy Postmaster General to Mr. Brydges, in reply to letter of 18th January, respecting special train service.
- 1st Feby., 1864. Post Office Inspector, Toronto, to Local Superintendent, Grand Trunk Railway, enclosing usual gratuity (\$50) to baggagemen.
- 12th Feby., 1864. Mr. Brydges to Postmaster General, objecting to gratuities being given to baggagemen.
- 23rd Feby., 1864. Deputy Postmaster General to Mr. Brydges, in reply to foregoing.
- 24th Feby., 1864. Mr. Brydges to Deputy Postmaster General, respecting allowance for special train service.

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POST OFFICE DEPARTMENT,

Quebec, 12th August, 1863.

In reference to the question of compensation to the Grand Trunk Railway Company of Canada, for the carriage of the mails, the Postmaster General has the honor to submit the following Report:

The claim of the Company has, during the last fourteen months, been set forth and elaborately argued, on behalf of the Company, in various papers and documents, which have been printed by order of the Legislative Assembly, and these have since been supplemented by other papers and documents submitted to the undersigned by the managing director, C. J. Brydges, Esq., on behalf of the Company, with a view to the decision by the Governor in Council, for which the Company is now pressing. The papers already printed are comprised in the Return to an Address of the Legislative Assembly, dated 2nd March, 1863, and which Return is hereinafter designated "Blue Book." The principal of these papers are the following:—

1st. A paper dated 31st July, 1862, which was laid, on behalf of the Company, before two of the arbitrators to whom the decision of the question was referred by a former Government, and which goes at great length into the whole question.

2nd. A paper submitted by the Company's arbitrator, Mr. Brooke, to Mr. Moffatt, the arbitrator appointed by the Government, dated 13th August, 1862, and which contains a forcible summary of the case, as set forth more fully in the Company's paper.

3rd. The reply of the Company's agents to a draft letter, written by Mr. Moffatt after having had many discussions with his co-arbitrator Mr. Brooke, and after having read and considered the various papers laid before him by the Company or their arbitrator, and in which draft letter Mr. Moffatt had stated the rate he was then disposed to allow—his reasons for that rate—and the view he took of the arguments of the Company.

4th. Two letters, dated respectively the 17th October and 26th November, 1862, from the managing director to the late Postmaster General, in the second of which two letters, the manager discussed the whole question for a third time.

5th. Another letter, dated 29th November, 1862, from Mr. Watkin, then and now President of the Company, in which he offered some further statements and arguments

To these are now to be added two papers by Mr. Brydges, prepared for the purpose of the present proceeding, and dated respectively 13th and 21st July, 1863.

There are various other documents, which are referred to in these papers and letters, or which bear on the points discussed in them.

There would be some advantage in delaying any determination in this matter until His Excellency in Council should be in a position to dispose of the question of compensation in regard to all the railways which have hitherto applied for an increased allowance for carrying the mails. But the Grand Trunk is extremely urgent for an immediate decision of its claim, and complains with some force of the delay which has already occurred in disposing of it; and the undersigned learns that it is thought right, under all the circumstances, to deal with the Grand Trunk claim at once, and separately from the others. He has, therefore, given the matter his best consideration, and has now to submit a statement of the claim from the beginning as he has collected it from the papers and documents to which his attention has been called, and a statement at the same time of the view he has formed upon the principal points which the claim appears to involve, or which have been discussed in connection with it.

The authority which the Governor in Council has to exercise in disposing of this matter is quasi-judicial, and exists, not in reference to the Grand Trunk only, but in reference to every railway in the Province; and unless the law is altered, the Order in each case must, for obvious reasons, be subject to revision and re-consideration by the same authority every few years. It is therefore very important that the decisions which, in the exercise of this authority, may be made shall not be arbitrary decisions, but shall be based on as good reasons as the case from time to time admits of, and shall as far as possible be uniform in the principles upon which they proceed, and shall be perceived and known to be so. But all experience shows that such objects cannot be obtained without a full and frank statement of the reasons on which decisions are based. In the absence of such statements, uniformity in the principles of decisions, though of the utmost moment to their justice and acceptability, is especially out of the question, no matter what pains may in each case be taken, or how high the character or great the ability may be of those who have to pronounce upon it. The undersigned will have occasion to point out that the results of English arbitrations between the post office and the railways very well illustrate this. Accordingly the undersigned has very carefully considered the report of a former Postmaster General, on which the existing rates of compensation to railways for postal services were fixed in September, 1858. The principle on which that report purports to proceed, is, in effect, that the compensation should be in conformity with the rates charged by railways for the carriage of other freight, making allowance where the facts require it, for the difference between carriage by passenger trains and carriage by freight trains; the constancy of the mail service; and similar considerations. The undersigned has, for himself, come to the conclusion that that principle is the correct one, and that it should govern the case of the Grand Trunk just as much as any other railway. The Postmaster General who made that report, and his colleagues who adopted and acted upon it, were the representatives at the time of that party in the politics of this country to which the party now in power and represented by His Excellency's present advisers, was then and is now opposed; but the undersigned feels bound to say that he finds, as the result of his investigations into the whole subject, that besides stating the history of the postal claims of the Grand Trunk and remarking on its different phases, he will have little else to do in the present report than, in effect, to vindicate the principle on which he understands the report in question to have proceeded; to endeavor to apply it correctly, in the light of the facts since collected or now existing; to suggest such future advance on the present rates as in reference to these facts the principle seems fairly to warrant or demand; and to review the arguments by which the agents of the company have sought to obtain a compensation largely in excess of what the principle referred to would justify.

The discussions, preparatory to the report of 1858, were oral discussions, which were, from time to time, had with the Postmaster General and other Members of the Government, by the officers of the Grand Trunk and other railway companies. The discussions which the undersigned has had to consider are written and elaborate, and he finds

they can only be fairly reviewed by a report of much greater length than was deemed necessary for the statement which his predecessor submitted to the Government before the existing rates were fixed. He ventures to think, also, that by this means some points, heretofore much debated, may be settled; and that in regard to others, the way may be cleared for still more exact and certain conclusions when future investigations have to be made, than may now be practicable. At the same time, the undersigned feels that the fuller his report is, the more points it must present for unfriendly and uncandid criticisms, should the report be made public; and he does not conceal from himself the possibility that he might have fallen into some inaccuracies; but having done his best to avoid these, and having, in the investigation he has made, spared himself no labor, and feeling confident on this account, that he has fallen into no errors that materially affect the conclusions at which he has arrived, he apprehends that the inconveniencies, which a very full and frank statement may involve, are less to be feared than the advantages of such a statement are, for the reasons he has mentioned, to be desired.

The character and extent of the mail service performed by the Company first require notice; and it is to be observed that part of this service is performed by the Company's ordinary passenger trains; part by the Company's mixed trains (that is by freight trains with a passenger car attached); and part by special trains run at the instance of the Post Office. Such special trains, however, are only employed under certain circumstances, in conveying the weekly mails to and from the ocean steamers, and the Post Office has hitherto allowed for this service at the rates which the Company has, from time to time, demanded for it. The present enquiry is understood to have no reference to any special service which the Grand Trunk may hereafter perform, but relates to the ordinary mail service only.

As to the sort of service rendered, it is further to be observed that the Post Office avails itself of such of the Company's ordinary trains as happen best to suit the requirements of the mail service. On part of the road the mails are despatched twice a day, and on part once a day. On part of the road all the mails are sent by the Company's express or passenger trains, and on part some are sent by their mixed trains. For part of the service a car with a Post Office sorting compartment is made use of, and the mails go in charge of a Post Office clerk; while on the other hand through bags are despatched by some of the trains of the Company in the ordinary baggage cars, and without a Post Office clerk. The service on some portions of the road is also much more important for Post Office purposes than on other portions of it. Some details seem for the present purpose to be proper as illustrative of all these differences.

It will be remembered that the road between Montreal and Richmond (72 miles), and thence as far as Sherbrooke (25 miles), was in operation before the formation of the present Company; that the road thence to the Province line (30 miles), was in operation in July, 1853; that the road between Richmond and Quebec (96 miles), which completed the Montreal and Quebec section of the Grand Trunk Railway, was opened in November, 1854; that the central and most important section of the railway, extending from Montreal to Toronto (333 miles), was completed in 1856; the sections west of Toronto (190 miles), were finished in 1859; and the Quebec and Rivière du Loup section (126 miles), in 1860.\*

During the first four years, after the opening of the central section, there were generally two passenger trains a day between Montreal and Toronto, a day train and a night train, occupying on the road fourteen and sixteen hours respectively. Mails were despatched by both trains.

In 1861, this convenient arrangement was altered by the Company; the passenger or express day-train was discontinued, and a day mixed train substituted, carrying passengers and freight. A service was thus established, consisting of one passenger night-train, running through at nearly the same hours as before; and a day mixed train, occupying thirty-six hours on the road, and lying a night at Kingston by the way. This arrangement, with frequent alterations by the Company of a minor character in the hours of arrival and departure, remained in force until the spring of 1862, and the Post Office continued to send mails by both trains.

During this time the night trains between Montreal and Toronto generally ran in connection with the Montreal and Quebec trains, giving a continuous train between Quebec

and Toronto once every day, in about twenty-five hours from the hour of departure to the hour of arrival. On the 1st of May, 1862, the night train on the central section was discontinued, and a day-express or passenger train substituted; the second daily train continuing to run, with a detention by the way at Kingston, as before. This new arrangement, it may be remarked, was a very disadvantageous one for correspondence. Under the previous arrangements, a Montreal letter could have a reply from Toronto in forty hours, but it now required four days to exchange an ordinary letter between these cities. As there was no continuous connection at this time between the trains on the Quebec section and those on the Montreal and Toronto line, the delay to Quebec correspondence with the western part of the Province was still greater, and it usually required a week to exchange a letter between Quebec and Toronto, though involving but 998 miles of railway conveyance. This scheme of running the trains continued until May of the present year, when the arrangement at present in operation (August, 1863) was adopted, or rather was reverted to, for the change has only restored the arrangement of the period previous to 1861. Two through trains are now run between Montreal and Toronto, a day-train and a night-train, each in about fifteen and a half hours either way.

The day trains connect at Montreal with night trains between Montreal and Quebec; these night trains consisting partly of express and partly of mixed trains; and by availing ourselves of these we obtain a continuous daily mail service between Toronto and Quebec in about 29 hours either way. More time is occupied than in 1861, because the service on the Montreal and Quebec section is of an inferior character now as compared with what it was then. But letters between Montreal and Toronto can now be exchanged in about 40 hours, and between Quebec and Toronto in rather less than four days.

As to the Montreal and Quebec section of the road, which was opened in 1854, the changes which the company has made in the train arrangements on this section have been so frequent and so varied in reference to the hours of arrival and departure, the time occupied on the road, and the character of trains which were available for mail conveyance, as to render any brief analysis or comparison of the railway mail service of past years on this section almost impossible. It may be observed generally that during the first year night trains were run between Montreal and Quebec, but these were then withdrawn, and the mail service on the railway has for the most part been accomplished by taking advantage of day trains leaving either city at an early hour in the day and arriving at a late hour in the afternoon, and which thus occupied the whole of the business hours of the day in the transit between the two cities. Night trains have been run occasionally for short periods since 1855, and from time to time variations in the running of the trains have given the mails the advantage of hours of despatch or delivery rather more convenient for correspondence than the ordinary arrangement. Then again, sometimes the Quebec and Montreal trains were connected with the trains west of Montreal, but there was frequently no direct connection. In fact, for the most part, in the arrangement of the trains, the road from Montreal to Portland has apparently been considered by the Grand Trunk as the main line, and the Quebec line as a branch from it, the latter being said to yield but little profit.\* The existing arrangement of the Company's trains on this section commenced last May (1863), and the mails are now carried from Quebec to Montreal by a mixed train which leaves Quebec daily at 6 P.M., and reaches Montreal at 7 o'clock next morning, in time for the day train to Toronto. From Montreal to Quebec the mails go as far as Richmond by the express passenger train on its way to Portland. This train leaves Montreal at 10.20 P.M., after the arrival of the day train from Toronto, and the mails for Quebec are transferred at Richmond to a mixed train, which leaves Richmond after the arrival of the passenger train from Montreal, and reaches Quebec at about 11 A.M. This arrangement on the part of the Company gives a continuous mail train connection throughout the line between Quebec and Toronto, and for postal purposes is satisfactory in this respect; but no train is run by means of which the Post Office is enabled to supply the wants of the correspondence between the cities of Quebec and Montreal; and during the summer the Post Office has in consequence to provide for the conveyance of mails between the two cities by the river steamers.

On the section west of Toronto, until recently, only day trains were run; but when night trains ran between Montreal and Toronto, the further connection west of Toronto

\*See Mr. Brydges' letter of 21st July, 1863.

was generally well maintained; and the train arrangements on this section have not varied as much as on other parts of the Grand Trunk. For some time past the mails have been sent twice a day between Toronto and London, and once a day on the branch from St. Mary's to Sarnia.

The Quebec and Rivière du Loup section of the Grand Trunk was opened in 1860, and the mails upon it have been carried by the trains which leave Rivière du Loup in the morning and Quebec in the afternoon, and ordinarily make the distance either way (126 miles) in about seven hours.

The following table shows the present condition of this service more fully. It has been compiled from the reports of the Post Office Inspectors, and shews, as nearly as possible, the present character of the service, and the annual mileage of the trains carrying the mails, calculated on the assumption that the service is, on an average, the same throughout the year. The "mixed" trains travel but little faster than freight trains. The speed of the trains designated in the table as "mail" trains, is less than of those designated express, and greater than of freight trains. The trains so designated "mail" trains have attached to them, usually or always, one or more freight cars.

Section of Railway.	Miles of Road.	Description of Trains.	Annual Train Mileage of Trains carrying Mails.				Railway Mileage of said Trains			
			Passenger.		Mixed.		Passenger.		Mixed.	
			With travelling Post Office.	Without travelling Post Office.	With travelling Post Office.	Without travelling Post Office.	With travelling Post Office.	Without travelling Post Office.	With travelling Post Office.	Without travelling Post Office.
Quebec & Rivière du Loup .....	126	1st Mail.....	78876				126 each way.			
		2nd. Mixed, three times a week, but no mails are sent by this train								
Quebec and Richmond.....	96	1st Passenger Express .....		60096			96 each way.			
		2nd Mixed.....			60096			96 each way.		
Montreal and Boundary .....	127	1st Express .....	79502				127 each way.			
		2nd Mixed.....			79502			127 each way.		
		3rd Mixed, Mails are sent by this third train as far as Richmond one way (72).....				22536			72 one way.	
Montreal and Toronto .....	333	1st Express .....	208453				666 each way.			
		2nd Express .....	208453							
		3rd Mixed. No mails are sent by this train.								

Section of Railway.	Miles of Road.	Description of Trains.	Annual Train Mileage of Trains carrying Mails.				Railway Mileage of said Trains.			
			Passenger.		Mixed.		Passenger.		Mixed.	
			With Travelling Post Office.	Without Travelling Post Office.	With Travelling Post Office.	Without Travelling Post Office.	With Travelling Post Office.	Without Travelling Post Office.	With Travelling Post Office.	Without Travelling Post Office.
Toronto and London .....	120	1st Mail .....	75120				120 each way.			
		2nd Express .....		75120				120 each way.		
		3rd Express. No mails sent by this train.								
St. Mary's and Sarnia .....	70	1st Mixed .....			16902					
		2nd Express .....	26918							
		3rd Express (no mails).								
Total train mileage. (annual) .....	872		677332	135216	156500	22536				

From this table it will be seen that the annual mileage by passenger trains with a Post Office car is..... 677,332  
 By mixed trains with a Post Office car..... 156,500  
 Total mileage with a Post Office car..... 833,832  
 Mileage by passenger trains without a Post Office car..... 135,216  
 Do by mixed trains without a Post Office car..... 22,536  
 ----- 157,752  
 Total mileage..... 991,584

The railway mileage mentioned in the table is 872, the actual mileage of road being but 866. The difference arises from six miles of the road from Quebec westward forming part both of the Quebec and Richmond section and of the Quebec and Rivière du Loup section.

It is further to be noticed that the mail service on the various sections of the Grand Trunk, is very far from being in all respects of equal importance throughout the line. On some parts the mails are much heavier and more valuable, in a revenue point of view, than on others. The sections between Sherbrooke and Montreal (101 miles) and between Montreal and Toronto (333 miles), and Toronto and St. Mary's (98 miles), are by far the most important as regards the bulk and postage value of the mails conveyed; and of these two sections, that between Montreal, with its 100,000 inhabitants, and Toronto with its 45,000, has larger and more valuable mails, on an average, than the section between Montreal and Sherbrooke. This arises partly from the greater commercial intercourse between the two cities of Montreal and Toronto, and partly from the greater number of towns and villages along the line between them, as compared with the Montreal and Sherbrooke section.

The Quebec and Richmond branch (96 miles) is, during the season of navigation, superseded, to a considerable extent for mail purposes, by the steamboats running between



Montreal and Quebec, and moreover traverses a section of the Province but recently and thinly settled. On the Quebec and Rivière du Loup line (126 miles), the amount of mail matter is small, and the expenditure incident to it, including what is paid to the Grand Trunk, exceeds the gross postal revenue obtained from it.

The extreme Western section of the road, between St. Mary's and Sarnia (70 miles), is the least important branch for Post Office purposes. It was open for a year before it was made use of by the Post Office Department, and might even now, without great inconvenience, be dispensed with, so far as regards Post Office purposes. It is by the Great Western Railway that the chief postal intercourse with the United States, on this part of the frontier, is maintained. Communication with Sarnia could readily be had over the Great Western, and the local correspondence of the country through which this part of the Grand Trunk passes, is yet but small.

The section between St. Mary's and London (22 miles) is also of minor importance for postal purposes, and the chief value of that between Sherbrooke and the Provincial boundary line (30 miles) is in winter, from the connection it then affords, by a railway under Canadian control, with Portland, the place of arrival and departure of the Canadian Ocean Mail Steamers during the winter season.

It may be remarked that, until the year 1838, there was no statutory provision in England for deciding questions like the present, in case the Post Office Department and a railway company differed as to the sum to be paid. In the United States there is no such provision up to this day, though the want of one has been frequently complained of by the Post Office Department. By the first British legislation on the subject in 1838,\* an ordinary arbitration was provided as the method of settling such questions. Under this Act the Post Office chooses one arbitrator, the railway another, and these two choose an umpire. This method has been found most unsatisfactory in practice, as will be shewn hereafter; and the Canadian Parliament, from a very early period, provided a different mode—vesting the decision of such questions in the Governor in Council.† The obvious intention of the Provincial Legislature was to protect the Province, by timely enactments, from extravagant charges for mail services. The Canadian enactment, applicable to the present case, is now contained in the 109th section of our Railway Clauses Consolidated Act of 1859, which provides, in accordance with the previous Statutes, that Her Majesty's mails shall be carried on the railways on such terms and conditions, and under such regulations, as the Governor in Council may determine.‡ Before the Governor made any Order in Council fixing the rates to be allowed, most of the railways were carrying the mails on terms mutually agreed upon, or which were fixed by the Post Office Department, and generally speaking, acquiesced in by the companies. Thus the Great Western Railway, which is 345 miles in length, was partially opened in November, 1853, and received the sum of \$310 for carrying the mails between Hamilton, Niagara Falls and London, for November and December of that year. For the three following months \$30 a day were charged by the railway and paid by the Post Office Department for the conveyance of the mails over the whole line from Suspension Bridge to Windsor. This rate is equal to \$40.87 per mile of railway per annum, for the use of all trains run. Afterwards the Company rendered its accounts, dating from 1st April, 1854, charging at the rate of \$100 per mile; two mails a day each way being the ordinary measure of service afforded. The Post Office Department, however, deeming this rate too high, refused to assent to it, and made payments, from time to time, only on account, until January, 1861—when the Great Western was credited for the period antecedent to the date of the Order in Council of September, 1858, at the

\* 1 and 2 Vic., Cap. 98, § 16 and 17.

† 9 Vic., cap. 80, § 33.

9 Vic., cap. 81, § 34, 82, 47.

13 and 14 Vic., cap. 116, § 49.

14 and 15 Vic., cap. 51, § 22.

14 and 15 Vic., cap. 148.

16 Vic., cap. 37 § 2.

16 Vic., cap. 38 § 2.

16 Vic., cap. 39.

16 Vic., cap. 33, § 4.

&c., &c.

‡ Consolidated Statutes of Canada, p. 180.

rate of \$100 per annum, and for the subsequent period at the rates fixed by the Orders in Council. The Company, however, continued to render its accounts, charging \$100 per mile as before. The service performed includes a travelling Post Office car and mail clerks in charge.

This Company carried the American mails for some years by agreement at \$30 a mile.\* The rate was afterwards increased to \$50 a mile, though on what grounds the undersigned does not know. The mail matter carried at this rate is much greater, perhaps five or six times greater, than that carried for us on any of our railways. It comprises the American mail matter from the whole north-west—Michigan, Iowa, Wisconsin, Minnesota, &c., and (it is understood) sometimes requires a whole car. Our mails occupy but a third of a car,† and the other two-thirds are used by the Company for the express service and baggage.

The Northern Railway is 97 miles long. When this railway was opened between Toronto and Barrie (63 miles), the amount paid was \$600 per annum, or about \$9.52 per mile. This was the rate until December, 1854. For the next four years the road having been extended to Collingwood (97 miles), the amount paid was \$5,200 per annum, or about \$53.60 per mile, and for this sum two daily services were generally given. From 1st January, 1859, payment has been made at the rate fixed by the Order in Council. There has been a Post Office car on this road, and the mails have been carried in charge of Post Office clerks, from the commencement of the service.

The Montreal and Lake Champlain Railway comprises two sections, one of 44 miles between Montreal and Rouses' Point, and one of 40 miles between Montreal and the Province line and Hemmingford, making together 84 miles. The Montreal and St. John's section of these lines was the earliest of Canadian railways. The company for building the road was incorporated before the passing of the general Railway Act; and the Statute of incorporation contains no provision as to the mode of settling the remuneration, if the Department and the Company should differ about it. Rates, however, were agreed upon, and the service has, for more than 12 years, been paid for at these rates. They have given an average of from \$70 to \$78 per mile per annum for the regular use of the road. The Post Office has a double service each way daily on 44 miles of the railway, and a single service each way daily on the remaining 40. A railway mail clerk has at times been sent with the mails on this railway, but for the most part the mails have been sent in charge of the Company's servants, and the services required in receiving, delivering and exchanging the mails have been performed by them. In 1862, an Act was obtained by the Company amending its Act of incorporation, and containing a clause placing this Company, for the first time, on the footing of other railways in reference to the mail rates being liable to be determined by the Governor in Council (*vide* 25 Vic., cap. 57 sec. 10). But the total amount paid annually to this Company being small, about \$6,000, and the general subject of railway mail compensation being under consideration of the Council, it has not been thought necessary hitherto to invite the special attention of His Excellency in Council to the case of this Company, with a view to change in the old terms of payment.

The Prescott and Ottawa Railway comprises 54 miles. The mails were carried over this road from the 1st of January, 1855, at \$2400 per annum, or about \$44.45 per mile, the service being once or twice a day as the trains happen to run. This was under a special agreement made before the passing of the Order in Council. Payment is now made at the rates settled by the Order in Council. The mails have been carried on this road, in a Post Office car, and in charge of a Post Office clerk, since August, 1855.

The London and Post Stanley Railway comprises 24 miles. Payment on this route has been made ever since its opening in 1857, under a special agreement, at \$960, or \$40 per mile per annum, for two services a day. There is no Post Office clerk on this road.

The Grand Trunk Company commenced to carry mails on assuming control of the St. Lawrence and Atlantic Railway (then open from Montreal to Sherbrooke, 97 miles), namely on the 1st July, 1853. Before this date the Post Office Department had paid, and the railway had accepted, for the carriage of the mails on the several portions of the railway, as they were opened for traffic, as follows:—

\* See United States Postmaster General's Report, 1854, p. 7.

† Blue Book, p. 48.

For the year ending March, 1852 (31 miles), \$600 for a single daily service, or \$19.35 per mile per annum.

For the period from April to July, 1852 (72 miles), \$563.34.

For the months of July and August, 1852 (73 miles), \$306.26.

For the period from September, 1852, to July, 1853 (97 miles), \$2000 for a single daily service, or \$24.74 per mile.

Shortly after assuming control of this railway, namely, on the 17th of August, 1853, the directors of the Grand Trunk Company appear to have passed the following resolution :

"Resolved, That the Postmaster General be informed that this Company is willing to carry the mails by all the ordinary trains running on the railway, at the rate of £27 10s. per mile per annum, including in this charge the conveyance of a conductor sent in charge of the mails."

When this resolution was passed, it appears from the Minute made at the time, that the following directors were present:—The Honorable John Ross, in the Chair; Honorable James Morris, Honorable F. Hincks, Honorable M. Cameron, Honorable Peter McGill, E. F. Whitmore, Esq., B. Holmes, Esq., W. H. Ponton, Esq., Colonel Taché, and Captain Rhodes. The Honorable James Morris had been Postmaster General, until the 16th of August (1853), and the Honorable M. Cameron became Postmaster General and held the office on the 17th August, the very day of the meeting. The verbal intimation which the Postmaster General received, by being thus present, seems to have been the only one given to him. No trace of any written communication has been found in any of the public departments, nor, so far as appears, among the records of the Company. No written report of the offer was made by the Postmaster General to the Governor in Council, no Order in Council was passed, or letter sent, or written intimation given, accepting the offer, or agreeing to pay at the rate offered. The undersigned is not disposed to doubt that the resolution may have been spoken of to the members of the Government immediately after it was passed, though he has not found any indication of a knowledge of it by the Government or any other of its members or officers, until May, 1855, nearly two years afterwards, when a copy of the resolution was furnished the Department by Mr. Bidder, then manager of the Company. The undersigned is informed by the Deputy Postmaster General that this copy was furnished at the request of the Postmaster General. Mr. Bidder had referred to the resolution in a discussion with Mr. Spence, at that time head of this Department, on the subject of the railway mail rates, and the Postmaster General in consequence requested a copy of the resolution. The undersigned perceives that the Honorable Mr. Galt, when Finance Minister, in a report to His Excellency in Council, dated 1st October, 1861, speaks of \$110 as "the rate first agreed upon by the Government."\* But the undersigned has failed to discover any evidence of such an agreement. However, the Company, from the first, sent in their accounts at \$110 per mile, and continued doing so until April, 1861. No account was rendered by the Company for the second quarter of that year. In the Company's account for October (the third quarter), the charge was the same, and no account has been rendered since. But the Post Office Department did not give credit at \$110 a mile, and such payments as were made to the Company were made in round sums on account, keeping within an estimate of \$70 a mile, for a double daily service, the rate afterwards fixed by the Order in Council.

The sums thus paid up to 1857, were as follows:—

15th June, 1855, amount paid.....	£4,000
7th May, 1856, " " .....	2,500
12th Dec., 1856, " " .....	5,000
24th Jan., 1857, " " .....	3,000
28th Sept., 1857, " " .....	4,000
26th Oct., 1857, " " .....	8,000

On the 18th June, 1858, the Honorable Sidney Smith, then Postmaster General, made a report to the Council, on which the Order in Council of September following was based and the substance of which is given in the annual report of the Post Office Department for the year (1858). This report is to be found in the printed Appendices to the Journals of the Legislative Assembly for that year. The report to the Council was as follows:—

\* Blue Book, p. 5.

"The Postmaster General has the honor to submit for the consideration of His Excellency the Governor General in Council, that it is highly expedient that some definite and authoritative settlement should be had of the rate of compensation to be awarded to railway lines throughout the Province, for the transport of mails.

"Under existing enactments, all railways are bound by a general provision to afford conveyance to the mails, but the law leaves the rate of compensation indeterminate, and subject to the decision of the Governor in Council.

"No decision by the Governor in Council, as contemplated by the Railway Act, has yet been made, and the Post Office Department not having felt authorized, in the absence of such decision, to accede to the onerous rates demanded by the more important railway lines, the question of railway mail compensation has remained in an unsettled state.

"The Department has not hitherto pressed for a decision from the Council, because the period of inflated prices through which our Province has just passed, and whilst our railway was comparatively in an incipient stage, was not deemed to be a judicious time to urge the discussion and final adjustment, for the future government of the Department, of a question of expenditure which it is manifest must, in its terms of settlement, exercise a large influence upon the general cost of maintaining this branch of the public service.

"Pending the decision by Council of the general rate of payment, the Department has placed mails upon each railway line as it opened for traffic. In fact, as regards the use of the several railways, the Department could have no option. The application for a railway charter is tantamount to a demand of the monopoly of mail transport on the line followed, for the construction of a railway leads to a co-incident withdrawal of the ordinary facilities for mail conveyance, and the Department could not continue to contract, in the line of country traversed, at any approach to average rates by the former mode of transport, and this disability applies even to cases where it may not be for the advantage of correspondence to send the mails by railways.

"Moreover, there is this peculiar feature in the change to railway transport, as affecting the postal service, that whilst the passengers and freight reap the benefit of improved speed with the other advantages of railway carriage, and at the same time enjoy a reduction in the cost of carriage, the change threatens to burthen the public with a vastly augmented charge for the mail services necessarily transferred to the railways.

"This increased claim upon the Post Office arises mainly upon the special provision required to supplement what is indispensable to make railway conveyance practically available for mail service.

"The continuous transit over long lines of railway, with stoppages at the way stations too brief to allow time for assorting or distributing the mails, necessitates the employment of a portion of a car (generally about a third,) fitted up as a travelling Post Office, in which these duties can be performed *en route* by Post Office clerks, appointed and trained for the purpose; but this exclusive appropriation of a certain space constitutes the principal ground on which a comparatively high rate of compensation is claimed by the railways. Further, the railway not being able, like the mail stage, to exchange the mails directly at the Post Office of the town upon the line, mail service of an expensive character is required to remedy this incapacity and maintain the connection between the offices and the stations. The expenditure for these objects is equivalent on the main lines to above \$50 per mile of railway per annum, and apart from the railway demand, exceeds the whole cost of the superseded service by mail stage. Indeed, on the line of the Great Western, this unavoidable supplementary expenditure rises to double the former cost of mail service.

"The rate of compensation asked by the Grand Trunk Railway is \$110 per mile of railway per annum, and by the Great Western Railway \$100 per mile, in either case on the understanding that the arrangement would include the use only of the ordinary traffic trains, and of such stopping places for the exchange of the mails as might be selected from the ordinary way stations of the railway, and would not convey to the Post Office any control over the working of the trains used for the mails, either as regards speed or hours of departure or arrival.

"Add to the above rates the \$50 a mile required, as above explained, to supplement the railway mail service on the main lines, and a total charge would be created of about £60,000 per annum for railway mail service, which the Department has considered to be more than its resources could sustain; whilst the rates demanded by the railways would, it

is thought, be far more than the public should be called upon to pay as a sufficient equivalent for the cost to the railways of performing the service.

"It is extremely difficult to determine with any precision what may be taken to be the actual cost of railway transport on which to base the recommendation of a rate to be paid for mail conveyance; but after giving the matter much consideration and collating carefully all the information available on the subject, the undersigned is of opinion that the following rates should be adopted:—

"*First.* For a mail once a day each way, conveyed in a travelling Post Office, fitted up for the purpose and occupying the space of one-third of an ordinary car, forty dollars per mile of railway per annum for a night train. Thirty dollars per mile per annum for a day train.

"*Second.* For mails sent by railway as ordinary baggage or freight in charge of Company's or Post Office guard without travelling Post Office, when not exceeding 2 cwt. in weight, two cents per single train mile.

"*Third.* Any excess of accommodation or space required for travelling Post Office over and above the third of a car, or additional number of daily or nightly trips under the first clause, or of weight of mails sent under the second, to be paid for in proportion at the rates therein named.

"In comparing the rates to be paid for railway mail conveyance with railway tariff for other matter, it should be remembered that this item of traffic will be constant and regular, and the unlike ordinary freight, &c., almost all the incidental labor of handling, of receipt and delivery, and of surveillance whilst *en route*, is performed by the servants of the Post Office; and further, that the weight of mail matter would not average one-tenth of the weight of the freight loaded within the space for which the Post Office pays.

"On the Great Western, freight is conveyed at rates equivalent to above \$20 per mile per annum the third of a car, and over the Grand Trunk at somewhat lesser rates, ranging from \$10 to \$20 a mile.

"It is true that the mails are conveyed by passenger and not by freight trains, and that the difference of speed is a valuable element in the service; nevertheless, when consideration is given to the incidents above noted, as favorably affecting the relative profit of mail carriage, the undersigned believes that the rates above recommended, carrying an average advance of 75 per cent. upon rates for other descriptions of freight, may fairly be held to include a sufficient compensation for the advantage given to the public in the transport of the mails by the more speedy trains."

The report made upon this, by the Committee of the Executive Council, is dated 10th April, 1858, and is as follows:—

"On a Report dated 13th June, 1858, from the Honorable the Postmaster General, submitting for the consideration of your Excellency in Council, that it is highly expedient that some definite and authoritative settlement should be had of the rate of compensation to be awarded to railway lines throughout the Province, for the transport of the mails, and stating that he is of opinion that the following rates should be adopted:—

"*First.* For a service once a day, each way, by travelling Post Office, fitted up for the purposes of the mail, and occupying the space of one-third of an ordinary car—

"Forty dollars per mile of railway per annum for a night train;

"Thirty dollars per mile of railway per annum for a day train.

"*Second.* For mails sent by railway as ordinary baggage or freight, in charge of Company's or Post Office guard, and without travelling Post Office—

"When not exceeding two cwt. in weight, two cents per single train per mile.

"*Third.* Any additional number of daily or nightly trips, or excess of accommodation required for the travelling Post Office over and above the third of a car, under the first clause, or of weight of mails sent under the second, to be paid for in proportion at the rate therein named.

"The Postmaster General believes that the rates above recommended, carrying an average advance of 75 per cent. upon rates for other description of freight, may fairly be held to include a sufficient compensation for the advantage given to the public in the transport of the mails by the more speedy trains (passenger trains).

"The Committee recommended the adoption of the report of the Postmaster General."

This report was approved by His Excellency in Council on the 18th of September, 1858. Honorable Mr. Cartier, solicitor for the Grand Trunk Company, was at this time the Canadian Premier, and the Honorable Mr. Ross, then president of the Company, was at the same time president of the Executive Council and the Government leader in the Legislative Council. Mr. Watkin, who afterwards became president of the Company, in an official letter to the Provincial Secretary, of 29th November, 1862; states that Mr. Ross, at the time the Order in Council of 1858 was submitted, protested against the rate fixed therein as entirely inadequate, though he did not formally oppose the proposition, being (as Mr. Watkin curiously adds), "unfortunately for the Grand Trunk Company, a Member of the then Government."

There is no evidence in the Department that formal notice of this Order was communicated to the Company, though the undersigned does not perceive that the agents of the Company assert anywhere that the Company really had no notice of it; and it seems immaterial whether the notice given was of a formal kind or not. The late Postmaster General, the Honorable Mr. Foley, in his report of 29th October, 1862, make the following statements in reference to this part of the history of our transactions with the Company :

"On the 13th of November, 1858, the Deputy Postmaster General communicated to the assistant secretary of the Grand Trunk Company, the fact, that the Council had by an Order regulated the remuneration thereafter to be paid to railways for mail service, and promised in a day or two to apprise him of the exact terms. Strangely enough the Department is unable to prove that this promise was fulfilled. No copy of a letter is discoverable formally conveying to the Company the purport of the Order in Council. It is known, however, that the Company was fully informed orally on the subject. The president was at the time also president of the Council; and its solicitor, the Honorable Mr. Cartier, had a seat in the Council whose Order is now referred to.

"Although, then, there is an absence of documentary evidence to shew that the company was informed as to what would be their future rate of payment, there is ample presumptive evidence that its directors and managers were made aware of the change." It may be added that there is certainly no less ground for this presumption than there is for the presumption which the Company insists upon, that those Members of the Government of 1853, who were not directors of the Company, were made aware of the resolution which the Company passed in that year.

After this Order in Council the Company was credited by the then Government, on account of postal services, as follows:—

13th November, 1858.....	\$ 50,000 00
21st February, 1860.....	18,000 00
5th March, 1860.....	60,000 00
25th January, 1861, in full of all services, ordinary and special, to 31st December, 1860.....	113,144 89

The effect of this last payment was to allow \$110 a-mile up to the date of the Order in Council, or rather until the 5th of October thereafter, and the rates mentioned in the Order in Council from that time forward. There seems to have been no Order in Council authorizing this allowance of \$110, up to September, 1858, but the credit appears to have been given at the particular time in consequence of an Order in Council of 24th December, 1860. At that time the Grand Trunk Company and other railway companies were indebted to the Province, and the Order authorized "the Postmaster General to pay over all moneys accruing from the mail service to the credit of each railway company, charging it at the same time with all moneys due the Government on account of any service whatsoever." As the Deputy Postmaster General mentions in a letter which is printed in the Blue Book already referred to, "In making up this account, it was decided to allow the full amount claimed by the Grand Trunk Company, up to the date of this Order in Council, viz.: September, 1858, the Postmaster General being willing to recommend that under all the circumstances the right to object to the claim made, whilst the provision of the Statute devolving upon the Executive Council the power to fix the rate of charge remained in abeyance, should be waived." The undersigned presumes that it is to the credit thus given that the Postmaster General refers in his report of 29th October, 1862, when he observes, "On either side is there any attempt to deny that the remuneration agreed upon was the

rate of \$110 per mile. \* \* The Company rendered its accounts based upon that rate. The Department paid them as in full satisfaction of all claims covered by the accounts; and there this branch of the subject ought to end."

The undersigned finds that the payments made by the Department in 1860 and since were not made by this Department directly to the Grand Trunk Company, but to the Receiver General, on account of the Company, to apply on certain advances made by the Government to the Company, as follow:—

February 2nd, 1860.....	£ 65,000	0 0	Stg.
July 25th, 1860.....	45,513	3 0	"
August 30th, 1861.....	5,000	0 0	"
February 28th, 1861.....	24,657	10 8	"
	<hr/>		
	£140,170	13 8	

Or \$682,163 25

The sums paid by the Department on account of these advances have been as follows:—

February 21st, 1860, as above.....	\$ 18,000	00
March 5th, 1860.....	60,000	00
January 25th, 1861.....	113,144	89
“ 30th, 1862, in full of all postal services, ordinary and special, to Sept., 1861, (estimated, in the absence of accounts from the Company, at).....	60,000	00
December 30th, 1862, in full of all postal services, ordinary and special, to Sept., 1862, (estimated, as before, in the absence of any accounts from the Company, at).....	60,000	00
	<hr/>	
	\$311,133	89

For the service herein mentioned to have been performed by the Company's ordinary trains, no trace can be discovered of more than \$110 having been asked or looked for before the year 1861. It has already been stated that accounts were rendered by the Company at that rate until October, 1861. But a memorial, dated 30th July of that year, was forwarded by the London Directors of the Company to Sir Edmund Head, then Governor General of this Province, containing a "proposal for applying to the Canadian Legislature to capitalize for a present sum of one and a half millions sterling in Provincial bonds, the payments to be made on the line for postal and military service during the next ensuing 25 or 30 years." This paper speaks of military as well as postal service, but postal service alone was understood to be that which was really contemplated as the consideration for the large sum which was demanded.\* This sum would be equal to \$600 or \$700 per mile per annum, payable as earned; and the magnitude of the claim as compared with any previous rate, has been a chief cause of the delay which has occurred in disposing of the question of an advance on the rates named in 1858. The Company's agents afterwards contended that the Company was justly entitled to a still higher rate than this application proposed.

The memorial of the Company was referred to the Honorable Mr. Galt, then Finance Minister, whose report thereon is dated 1st October, 1861. The following is an extract from this report:—

"The Government have, no doubt, acted in the belief that the sum allowed was sufficient; and the undersigned is of opinion that for the accommodation given to the public, *no such claim as that advanced could be sustained*; but taking into consideration the importance of fully maintaining the reputation of the Province for fair dealing, and of removing all possible ground for just complaint, the opinion of the undersigned is that the

\* See Blue Book, p. 5, also Mr. Watkin's Report to the London Directors, dated 2nd December, 186

Governor in Council should re-consider the question of postal allowance to the Grand Trunk Railway, making provision at the same time for such additional facilities and control of mail trains to the Post Office Department as may render the service more efficient and satisfactory to the public.

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

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

The Committee of the Executive Council concurred in the report, and His Excellency's approval was given on the 2nd October, 1861. What is said in this report as to the views of the Government and of the Company being so widely apart, that there was no likelihood of a satisfactory settlement of the question by the action of the Governor in Council alone, is perhaps open to the observation that, for the reasons mentioned in the report, there was and is little likelihood of a settlement by any other tribunal, any more than by the Governor in Council, being satisfactory to all the parties interested.

On the following day, 3rd October, 1861, the proposal to arbitrate was communicated to Mr. Watkin, then the superintending commissioner of the railway, on behalf of the Company, and that gentleman replied next day, acceding to the proposal, with professed or seeming reluctance. He says in his reply:—

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

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

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

Sometime afterwards the Honorable George Moffatt, a merchant of Montreal, was appointed arbitrator on behalf of the Province, and negotiations appear to have taken place as to who the third arbitrator should be, instead of (as in England) having an umpire, and leaving the selection to the two arbitrators—an arrangement which according to all the British Post Office authorities, had worked most injuriously.

On the 7th of March, 1862, the then Provincial Secretary appears to have addressed a letter to the Company, stating the readiness of His Excellency in Council to concur in the appointment of either the Honorable Chief Justice Draper, or the Honorable Mr. Justice Richards, as third arbitrator. On the 21st April, 1862, the Company's agents laid before the arbitrators an elaborate statement of the Company's claim, and of the reasons in support of it, accompanied by a variety of statements, most of which have since been published by order of the Legislature. On the 17th of May, Mr. Watkin informed the Government that the Company accepted Mr. Draper as third arbitrator. The following was his letter:

"GRAND TRUNK RAILWAY OF CANADA,

"Quebec, 17th May, 1862.

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



“Although the bond and shareholders of the Grand Trunk Company, to whom the results of the arbitration are of vital moment, had hoped that the Governor General in Council would have been prepared to agree to the appointment of some personage of equally high position, wholly unconnected with the Province, yet they instruct me to accept the nomination of the Honorable Mr. Chief Justice Draper as third arbitrator in the matter, under the terms of reference set forth in the Order in Council and official letter to me of October last.

I have the honor to be, sir,  
Your most obedient servant,  
(Signed,) EDWARD WATKIN,  
Superintending Commissioner.

The Honorable C. Alley, n,  
Provincial Secretary, Quebec.

Three days after the date of this letter, viz: on the 20th May, the Government under the Premiership of the Honorable G. E. Cartier, having been defeated on an important Ministerial measure, resigned, and the party which had for many years been in opposition came into power. A large section of this party had resisted a reference of the Grand Trunk's claim to arbitration, and had demanded that the method prescribed by Parliament of an adjudication by the Governor in Council should be carried out. Three days after the resignation of the one Ministry, and one day before the swearing in of the other, viz: on the 23rd May, the two arbitrators first named addressed a letter to the Postmaster General, Quebec, mentioning the services on which they proposed to base their consideration of the amount of the subsidy, and asking for instructions as to any desired modifications, if the services designated were not satisfactory. On the 24th May, the new ministers were sworn in. On the 26th, the Provincial Secretary of the new Government signed the usual official letter acknowledging the receipt of Mr. Watkin's letter. On the following day the Deputy Postmaster General replied to the letter of the two arbitrators. A fortnight afterwards, viz: on the 9th of June, the Assistant Provincial Secretary communicated to Mr. Draper, that the arbitrators had been named, and “the wish of His Excellency and of the Company” that he should “Act as third arbitrator.” On the same day Parliament was prorogued, after His Excellency had given his assent to a number of Bills, and (amongst them) to an Act which had been applied for by the Company to facilitate and give effect to a compromise previously settled between the different classes of creditors and the Company. But by one of the sections of this Act (the 39th,) it was expressly declared that the Act should not take effect unless accepted by two-thirds in number and value of the bondholders and shareholders of the Company. On the 11th of the same month of June, Mr. Draper replied to the Assistant Secretary's letter, consenting to act as the third arbitrator.

It thus appears, that whatever the Members of the new Government thought of the original policy of referring the matter to arbitration, some of them, at all events, did not at first think it necessary or proper to put a stop to it, the preliminary steps having proceeded so far; nor did the Government interfere until attention was subsequently called to the illegality of having an arbitration without previous legislation to authorize it. The elections of the new ministers were over by the 23rd of June, and after their return to the seat of Government, the arbitration seems to have come, for the first time, under the consideration of the Council. The result appears from the following Report of a Committee of the Executive Council, approved by His Excellency the Governor General in Council on the 14th July, 1862:—

“The Committee, having had under consideration the report of the Hon. A. T. Galt, late Minister of Finance, of the 1st October, 1861, upon a memorial of the London Board of Directors of the Grand Trunk Railway Company, received on the 20th August, claiming an increased rate of remuneration for postal services; also the letter of the superintending commissioner, Mr. Watkin, together with the Order in Council of 2nd October, 1861, approving said Report, and directing a reference of the claim to the arbitration of three disinterested parties, who should determine the amount to be paid annually, for a period of five years, and to submit for the information of the Governor General their views as to the future

annual rate for periods of five years thereafter, till 1890, the Committee respectfully submit that such reference was unauthorized by law, the Governor in Council being alone empowered to determine such remuneration, and they humbly advise that the said Order in Council be revoked, and that notice thereof be given without delay to the Grand Trunk Railway Company. They further advise that a copy of the present Order in Council be sent to the Hon. George Moffatt and to Mr. J. Brooks.\*

A copy of this Order in Council was forwarded, on the 16th July, to the president of the Company and to Mr. Moffatt and to Mr. Brooks; and a letter was, on the same day, addressed to Mr. Draper, informing him of the determination of His Excellency in Council, and that his services as third arbitrator would consequently not be required. Mr. Draper does not appear to have done anything, or to have been called upon to do anything, as arbitrator, after accepting the appointment; but the other arbitrators seem to have met frequently as arbitrators in his absence, and probably before his appointment, and to have had numerous discussions together upon the matter of the reference.\*

On the 21st of July, 1862, the Hon. John Ross, --who was still president of the Company, but no longer a member of the Executive Council,—and Mr. Brydges, the managing director, sent a long letter to the Government, acknowledging the receipt of the Order in Council revoking the reference. In the course of this letter, the writers speak of the offer to arbitrate as a distinct assurance and pledge, “involving the good faith of the Parliament and Government of Canada;” and they deemed it fitting to denounce as a “breach of faith” the Order in Council revoking the reference on the ground of its illegality. So far, however, from the good faith of Parliament being involved in proceeding with the reference, the obvious truth is that Parliament had never, directly or indirectly, authorized such a reference; but had on the contrary, many years before, provided an entirely different method for settling such matters, and had persistently stood by that different method ever since it was provided. All this the Company, through their agents and otherwise, very well knew. What was alleged to have been a breach of faith was merely the withdrawal by a new Government from a mode of settlement which their predecessors had favored without any Parliamentary authority, which was inconsistent with the spirit and policy of all existing legislation on the subject, and which would have needed Parliamentary sanction to give effect to it. There appears to be no constitutional or other reason for maintaining that after what had taken place, Parliament was powerless to maintain its old policy, or that a new Government was not at liberty to stand by the express enactments of the Statute Book, unless and until Parliament should be pleased to repeal them.

On the 8th of August, 1862, the shareholders and bondholders of the Company, at a meeting in London, adopted the same tactics as their officers in Canada, and passed a series of resolutions to the same effect as the letter, speaking in them of the revocation as (amongst other things) without justification; a measure of injustice; a making “use of a technicality of law to overturn the settlement of an admitted injustice in a mode that must be regarded as just and equitable, both towards the Company and the Province;” an act worse than an individual’s taking advantage of his own wrong, and contrary to the duty of “a Government representing the honor and good faith of a great country;” affirming that it was “on the faith of the settlement by arbitration of the postal remuneration payable to the Company for a period of years, and of the promise of legislation in favor of the Grand Trunk Railway Company,” that the railway was kept open during the preceding winter; that the bondholders had agreed with the shareholders to make large concessions, and that the creditors had submitted to a composition of their claims. One of the resolutions declared, with reference to the illegality of the reference of the question to arbitration, that the plea could not suffice under the circumstances of the case, because the Governor in Council could adopt, and order to be paid to the Company, the amount of which the calculations of the arbitrators should shew to be due.† On the 9th of August, 1862, a memorial was forwarded from the Company to His Excellency the Governor General in Council, embodying these resolutions, and signed by Thomas Baring, Esq., on behalf of himself and his colleagues, the London directors of the Company, of which body, and of the meeting at which the resolutions were passed, Mr. Baring was Chairman—and by John M. Grant, Esq., Secretary of the Company.

\* See Mr. Brooks’ letter of the 30th July, 1862—Blue Book, p. 49.

† Blue Book, p. 61.

Passing, without further remark, the railing accusations contained in these documents, it seems proper to refer for a moment to the immense solicitude which the documents display, that the amount of compensation should be settled by the contemplated arbitration, rather than in any other way. If the expectation of this particular mode of settlement formed so essential an element in the mutual arrangements of the shareholders and creditors of the Company, as it is intimated that it did, what was the reason of this? If the reason was that, judging from experience elsewhere, the shareholders and bondholders had expected to exact more from the Province by such a mode than they could obtain by any other, then they must have expected to receive an allowance largely in excess of what was really their due, and should surely have remembered that they had no right to form or act on such an expectation, and that the expectation was of itself, and independently of other grounds, a condemnation of the arbitration, and a justification, "morally and equitably,"\* for the new Government's withdrawal from the arbitration.

If, again (as the letter of the president and managing director of 21st July, 1862, seems to intimate), one reason, at least, for the Company's extreme solicitude in the matter was, that the rate, if fixed by arbitrators, would be more permanent in its character than if fixed by "a Government which may change from year to year," it is manifest that in case it is deemed proper to name the term for which the rates to be fixed shall continue unchanged, and in case the Company desires this to be done, an Order in Council may name the duration of rates fixed by the Governor in Council, just as well as it can perform that office for rates fixed or to be fixed by arbitrators.

Or if the meaning is, that greater uniformity is to be expected from the decisions, from period to period hereafter, of successive sets of arbitrators, than from those of successive governments, it may be remarked that according to experience everywhere, there is no species of tribunals of which the decisions are less uniform than are those of different and independent sets of arbitrators.

If however, the solicitude of the Company for an arbitration arose from an apprehension that, in case the Governor in Council undertook to decide the rates as the statute require, the Company would not receive justice, and that some inadequate rate would be laid down by the Governor in Council "without examination or inquiry," then it would remain but to repudiate such an assumption as unfounded, if not slanderous. Arbitrations between equals often do injustice to one party or the other. But it is well known to be extremely rare for a Government, either in Great Britain or here, to treat with intentional injustice those who have just claims on the public treasury; and least of all would this be possible when those claims are held by so powerful a body as the Grand Trunk Company is and must ever be in Canada, whether it pays dividends to its shareholders or not. In the present case it may, with safety, be affirmed that no Government which can be formed in Canada will be wanting in as great a desire to deal fairly by the Company, and (it may be added) as great fitness and ability for dealing fairly by the Company, as the arbitrators possessed. There is no section of the Canadian people that does not wish the Company should receive a just compensation for the postal services it renders to the Province, or that will not support any Government in fixing whatever rate of compensation can be justified by sufficient reasons.

With reference to the suggestion of the Company, that the illegality of the reference to arbitration could be got over by passing an Order in Council to the same effect as the award, it is surely sufficient to say that this course would be to comply with the law in appearance, and to violate it in its spirit and intention. Parliament has provided arbitrations for determining some matters that may arise between the Government and others, but has not provided an arbitration for railway mail rates. These Parliament has ordained that the Governor in Council should decide. If the course suggested by the Company would be even a technical compliance with the enactment (which, however, the undersigned submits it would not be), still for the Governor in Council not to decide, but to give the decision of the matter to others, and then, without examination or inquiry by themselves, to pass an Order in Council to the same effect and as if the decision was their own, would hardly be keeping good faith with the country which the Government represents, and whose laws its members had received their offices to execute; and (adopting the Company's own language), "as no individual can, according to the admitted legal maxim, take advantage of his own wrong, it is respectfully urged that still less ought a Government representing

the honor and good faith of a great country to make use of, at best, a technicality of law," for the purpose of evading a substantial duty which the country by its Parliament had deliberately imposed upon them.

The Act passed by Parliament at the instance of the Company, in the session of 1862, is also referred to as based on the agreement to arbitrate, and as enhancing the pretended "breach of faith," so freely spoken of by the Company and their agents. But that Act says not a word about an arbitration, and as we have seen, was not to go into effect unless two-thirds in number and value of the shareholders and bondholders agreed to it; and this they had not done until after the revoking Order was passed and communicated to them.

However, although the new Government believed it to be their duty not to proceed with the arbitration in the face of the existing law on the subject, yet the Government, as a whole, happened to be willing, under all circumstances, to have the matter in question determined by arbitration, if Parliament was prepared to sanction the change of railway and Post Office policy which such a course involved. Accordingly, on the 30th October, 1862, an Order in Council was made adopting a report of the then Postmaster General, in which he recommended that a measure should be introduced in the then next session of Parliament, "providing for the reference" to railway arbitrators, not of the present claim alone, "but of all such matters;" for it was no doubt felt to be impossible to give an arbitration to the Grand Trunk without also giving it to every railway in the Province, and impossible to arbitrate in one instance without being practically compelled to arbitrate afterwards whenever a railway company claimed more than the Government thought it would be just to allow.

In recommending the course referred to, the late Postmaster General observed, in reference to the existing rate, "Certain it is that the rate of \$70 was fixed by a Government in which the Grand Trunk influences were abundantly represented, and equally certain therefore, that the sum was not dictated by any disposition to depreciate the services of the railway, or to derange the interests of its proprietary. A Government, two of whose members were officers of the Grand Trunk, cannot be suspected of having been unfriendly to any measure it adopted; and yet it was this Government which discarded the old rate of \$110, as too high, and \$70 as the then value of the mail arrangements carried out by railway.

"A rate which the late Government, with all its Grand Trunk influences, established, may, in the opinion of the undersigned, be continued under the present without injustice; at least until the acquisition of more precise information shall facilitate the construction of an estimate possessing greater reliability than those now before the Council. It may be that the present rate is somewhat too low. It may be that the former rate (\$110) came more nearly to the proper mark. But between either and the several rates sought by the respective exponents of the Company's wants, the difference is so great that the undersigned considers himself warranted in adhering to the sum named by his predecessor. If this decision is to be disturbed, it should be in a manner implying more extended means of forming an independent and conclusive opinion than are at present within his reach."

The Bill which the Government framed to carry into effect the recommendation of this report, appears to have been framed with a view of avoiding the grave evils, which in England had resulted from the appointment of the umpire there requiring the assent of the two arbitrators. The English Post Office authorities, assuming that some arbitration system was unavoidable, had been anxious to place the power of appointing the umpire in other hands.\* A judge had been suggested; or a judge conjoined with the president of the Society of Civil Engineers,† or the Board of Trade.‡ But the railways resisted any change, the existing law working better for them than any other could be expected to do. The Canadian Bill proposed, under all the circumstances, to try the experiment of vesting the power of naming a third arbitrator in the hands of the presidents of the Boards of Trade of the five most populous cities in the Province.

Parliament assembled on the 12th of February, 1863, and the proposed measure was introduced and read a first time on the 18th of March; but before the Bill came on for a second reading, it was found to be regarded with great disfavor in Parliament as well as

\* Evidence before Committee, British House of Commons, in 1854; Q. 4,366.

† *Ibid* 4,388. ‡ *Ibid* 3,824.

in the country, and that the general feeling of members supporting the Government, and indeed of members of both sides of the House, was adverse to the substitution of the new tribunal for the authority which, so many years before, the Canadian Parliament had deliberately selected for the purpose, and had made obligatory on this and every other railway in the Province. The enormous amount which this powerful corporation suddenly claimed for postal services had, no doubt, alarmed all parties and indisposed them for experimenting as to the effect of arbitration in such matters, even in a modified form.

On the 12th of May, 1863, the session was brought to an abrupt termination, in consequence of a vote of want of confidence, a few days before, in the ministry as then constituted. Changes took place in the Cabinet, all but four of its members retiring, and eight new members (including the undersigned) taking the places of those who retired. A dissolution of Parliament followed immediately.

This change in the Government involved a change of policy on several points; and in reference to the matter now in question, the policy of the Cabinet, as now constituted, was to leave undisturbed the existing law, which referred all such matters to the decision of the Governor in Council, the new members attaching more importance to the proposed change of this law than had been done by some of their colleagues with whom they were now to be associated. Hence the claim of the Grand Trunk to an increased allowance for the postal services performed by it is now to be decided by His Excellency in Council, "after due examination and enquiry."\*

The amount which the Company claims to be entitled to, or is willing to accept for the mail service, is variously stated in the documents which have been presented from time to time on behalf of the Company. For the ordinary service together with certain other services designated as "special service" and "side service," and estimated by Mr. Moffatt at \$40.13 per mile of railway per annum, Mr. Brydges, in his letter to the Department of the 22nd September, 1862,† offered on behalf of the Company to accept \$300 a mile, which, he says, "is a very moderate sum for the service suggested, and in fact considered by the Company to be inadequate." Mr. Brooks had stated to Mr. Moffatt verbally "that the rate should not be less than \$300 per mile, measured upon that part of the road in Canada, but including the service stated to be performed upon that portion of the road without the Province." Mr. Brooks would have agreed to a rate as low as \$250 per mile for the sake of an early decision.‡

The Company, however, presented arguments, such as they were,§ to shew that \$250 is far below the value of the present service, that|| " \$500 would be no unfair or excessive charge," that the rate should not be much, if any, below double the rates given to the leading lines of railways in the United States; that in fact, four of the main trunk lines in the United States received from \$200 to \$250 a mile each, making together \$850 for the four; "that the Grand Trunk is to Canada what the four trunk lines are to the northern portion of the United States, lying between the Atlantic Ocean and the Mississippi valley. The whole postal service of Canada, which in the United States, as above quoted, is divided between four trunk lines, is with us thrown on one line. Justice would therefore seem to require that the Grand Trunk should be paid in proportion to the aggregate of the four trunk lines in the United States" (\$850 per mile), "with an addition for the vast exceptional cost of the Victoria Bridge, and the great expense of working in winter, caused by the severity of the Canadian climate."\*\*

Again, the Company's agents have pointed out that the rates on the Irish lines are considerably higher than those paid on English lines,†† and it is said that we have, in the Irish lines, a better criterion for comparison than in those of any other part of the United Kingdom; that the prices paid for railway mail service in Ireland, on five of its leading lines, average 3s. 2d. per mile of train run; that that rate, applied to the trains carrying mails on the Grand Trunk Railway, would give about \$700 per mile of railway per annum, but that to this as well as to the United States rates should be added a fair equivalent for the cost of the Victoria Bridge and the greater

\* Vide Company's letter of 21st July, 1862; B.ue Book, p. 26. † Blue Book, p. 66. ‡ Blue Book, p. 59. § Blue Book pp. 50, 86. || Blue Book, p. 28. \*\* See Mr. Brooks' memorandum, Blue Book, p. 45; see also Company's paper of 21st April, 1862, Blue Book, p. 40; and Mr. Brydges' paper of 13th August, 1862, Blue Book, p. 57. †† See Mr. Brydges' paper of 13th August 1862, Blue Book, p. 58; and Postmaster General of United Kingdom's Report for 1862.

severity of the climate of Canada. (Mr. Brooks' paper, Blue Book p. 45, and also Mr. Brydges' paper of 13th August, 1862.)

Then as to this fair "equivalent for the cost of the Victoria Bridge," which is to be added to \$850 a mile, according to the argument from the United States railways, or to \$760 according to the argument from the Irish railways, it is contended that that work "is entitled to considerably more than £30,000 sterling a year for the special benefit it is to the postal service of Canada."

This sum of £30,000 a year is the amount which Great Britain is said to pay in respect of the Menai Bridge, the cost of which is said to have been a million pounds, while the cost of the Victoria Bridge is said to have been a million and a half, or fifty per cent. more. When, therefore, in reference to these figures it is said that we should pay "considerably more than £30,000 sterling a year" in consideration of the cost of the Victoria Bridge, the amount referred to as our liability on this account seems to be fifty per cent. more than the £30,000, or £45,000.

The equivalent for the greater severity of the climate of Canada is not put in figures, but it is stated and argued that the greater severity of the climate adds enormously to the cost of working in winter, and therefore (it is presumed) adds "enormously" also to the rate we should pay for the postal service, over and above \$760 a mile and the bonus added (of say £45,000 sterling a year) for the Victoria Bridge.

"Moreover, to this" (it is said), "of course in common justice, should be added a fair equivalent for the smaller passenger earnings of the trains."\*

The Company's agents arrive at a like large figure by an argument founded partly on these considerations and partly on others. In their paper of 31st July, 1862, they say that the Company's passenger trains involved an actual loss to the Company, in cash outlay incurred, of \$250,000 a year, and that this is without making "an allowance for wear and tear, depreciation of rolling stock, or interest on capital invested." Of this wear and tear, and depreciation of rolling stock, a sad picture is drawn, both in this paper† and in Mr. Brydges' paper of 21st July, 1863 (§ 9), as corrected by his subsequent letter of the same date. Mr. Brydges seems to make out at least as much more as the share of the passenger trains in respect of these two items, making in all, say \$500,000 per annum, or perhaps more, not to speak of interest on the capital invested; and it is declared that these passenger trains are run "mainly to supply the wants of the Post Office Department, and are not required by the extent of the passenger business." Hence the argument seems to be that the department should pay the alleged loss, and, no doubt, an additional allowance for "capital invested."

Then there is to be remembered the sum applied for by the Company for this service on the 30th July, 1861. This application was to capitalize, for a present sum of one and a half million sterling in Provincial bonds, the payments which would become due for postal and military services during the next 25 or 30 years. In the report of Mr. Watkin to the London directors, dated 2nd December, 1861, he spoke of his application for this amount of bonds as being for the postal service only; and he tells the directors "that the services rendered to the Postal Department were, and are, so extensive and so costly as to deserve, in his opinion, a much higher payment even than that proposed." Yet the annual interest alone on the sum proposed would be £90,000 sterling, or say \$420,000; to which add such a sinking fund as would pay off the million and a half capital, in say 30 years.

The claim thus advanced is certainly sufficiently startling. It is ten or twenty times more per annum than the Company demanded from 1853 to 1861. It would require us to pay a higher rate than the very highest which is paid to any railway in Great Britain or the United States. The amount would not be far from half of what is paid by the Imperial Post Office‡ to all the railways of the United Kingdom,—the revenue of the British Post Office being the largest postal revenue in the world; the correspondence of Great Britain being estimated to be nearly equal to the aggregate of the correspondence of the whole world of which any statistics exist,§ and the railways which are made use of having been built at a cost of several hundred millions sterling. Besides, while in Canada there is no passenger tax, the Imperial exchequer receives from the railways, both from those which yield dividends and, it is presumed, from those which yield none, a passenger tax that nearly covers all that is paid in the United Kingdom for railway mail conveyance. The

\* Blue Book, p. 43. † Blue Book, p. 42. ‡ Cyc. Com., p. 1558. § Cyc. Com., pp. 1558 and 1562.

revenue of the British Post Office (which does not include the passenger tax) is so large, that after paying enormous subsidies to the railways and every other expense, a net revenue remains of a million and a quarter sterling; while on the other hand, the net Post Office revenue of our young Province, after paying the railway companies the rates fixed in 1853, is but \$27,538.81.\* Even this sum is but nominal, being made up by including in the revenue the ocean postage on Canadian letters by the Canadian packets, and not including in the expenditure any part of the subsidy which is paid out of the consolidated revenue of the Province to our ocean mail steamers. If this subsidy is included, or if the postage which it produces is excluded, so that both items may be on the same footing, it will appear that our actual Post Office expenditure has hitherto been in excess of the postal revenue, even when the railways are paid at the rates fixed in 1853.

In fact, to make a fair compensation to the Company, according to its own estimate, for the postal services which it renders the Province, it would be necessary to pay over to the Company not only the whole gross revenue produced by the Post Office, directly or indirectly, by this railway itself, but also the revenue produced by all our other railways, besides all the revenue obtained from the ocean mails, and from every steamboat, stage or horse route in the Province; and it would be necessary to provide from the general revenue, by additional taxation, for the charges of all other railways; all steamboats and mail carriers; all postmasters and other mail officers in the Province; and, in fact, all other Post Office expenses of every description whatever. It may be safely assumed that such a demand exceeds in vastness any proposition that was ever made to the Post Office of any other country, or by any other railway in the world. Yet, if less is accepted, it must be from necessity or grace, for the Company claims that this is what justice entitles the proprietors to receive. Indeed, the Company does not rest satisfied with even this demand, for its agents have an argument founded on the prospectus of the Company, which they generally put forward first, and to which they everywhere attach the greatest importance, and which would swell our liability to a still higher sum.

But it must be observed, that while the Company's agents give figures which, if they are assumed to be correct and candid, would prove the Company to be, in their opinion, justly entitled to all this, yet the Company's arbitrator, in July, 1862, after he had discussed the matter, "considered \$300 a mile the proper sum, but expressed his willingness to accept \$250, provided the matter was then settled, so as to permit the Company's finances being at once arranged."† This was to include every charge for the special and side services already mentioned, besides the ordinary service.‡ It thus appears, that most of the arguments and figures of the Company, emphatically and repeatedly urged as they have been, failed ultimately to convince even their own arbitrator, whatever his own first impressions may have been.§ On what grounds he fixed upon \$300, instead of three or four times that amount, none of the papers shew. The papers which the Company's agents submitted to the arbitrators, if they proved anything, proved \$300 to be an arbitrary and unjust rate, quite as certainly as they proved the inadequacy of Mr. Moffatt's rate, or of the rate voluntarily charged in the Company's accounts from 1853 to 1861, or even of the rates fixed by the Order in Council of 1853.

The Company's agents rely on seven principal considerations in support of the enormous claim which is set up:—

1st. The expectations said to have been formed, by some of the shareholders, from the Company's prospectus, and for which, they contend the Province is responsible.

2nd. The saving which the Province is said to have made in consequence of the railway having been built by the Grand Trunk Company, instead of having been built under certain statutes previously passed.

3rd. The advantages which the Province derives from the railway.||

4th. The increase of the Post Office revenue through the facilities which the railway affords.¶

5th. The expense of working the railway from the severity of our Canadian climate, and, on the other hand, the small earnings of the railway as compared with its cost and expenses, and as compared with railways elsewhere.\*\*

\* See Post Office Report for 1862, p. 4.

† Blue Book, p. 86.

‡ Blue Book, p. 50.

§ Blue Book, p. 45.

|| Blue Book, p. 46.

¶ Blue Book, p. 46.

\*\* Blue Book, pp. 43, 45.

6th. The rates paid to the British railways by the Imperial Post Office.

7th. The rates paid United States railways by the Post Office of that country.

The undersigned has now to state what has occurred to him on these various points.

I. The argument founded on the alleged sanction, by the Government of 1852 and 1853, to the prospectus of the Company, and the obligations said to have been thereby imposed upon the Province, is the first for consideration.

This argument is so persistently urged, and in language so strong, and involves so great a liability, if it involves any, that the undersigned has thought it his duty to give it as full an examination as the public documents at his command render possible.

It may be observed, that before the arbitration was entered upon by a former Government, what was demanded on behalf of the Company was, "that a just payment should be made for the postal service." What was asked was "baro justice."\* Before the arbitrators, however, the claim was somewhat enlarged. It was then a "liberal," as well as a "just," payment that was insisted upon; it was then maintained that the country should "pay in the most liberal manner for all the services she requires of the Company."† It was then said that the reasons on which the Company demanded a much higher rate of remuneration than the Department had allowed, were "greatly affected by the past history of the transactions between themselves and the Government and people of Canada;" that a reference to these, on the part of the Company, was *necessary* to shew that the Company are equitably entitled, beyond a shadow of a doubt, to every assistance which the Government and Parliament can render; indeed, if the Company came for an actual money contribution, it would be deserved." After giving a version of the transactions referred to, the Grand Trunk advocates proceeded to say to the arbitrators: "How then can a just, a liberal payment for postal work performed be, with any degree of good faith or propriety, withheld?" When rates were fixed by the Governor in Council in 1858, it has already been mentioned that the Company's solicitor was the Premier of the Government, as he continued to be for some years afterwards, and their president was another prominent member of the Government, and, in fact, the Government leader in the Legislative Council, as their solicitor was the leader in the Assembly. But the Company's agents, referring to the rate named for the principal service, under circumstances so favorable to the Company, speak of it as a "reduction made in defiance of justice; and involving a lowered appreciation of the good faith of Canada." This "reduction," and something else not very clearly indicated, but which seems to be the payment of even the unreduced rate of \$110 named by the Company itself, were, denounced to the arbitrators as "attempts to screw down the Company by any means;" and the arbitrators were further told that "if there was faith in men of business of high class, like the arbitrators in this case, these attempts would fail of their intention."‡ These observations, however, Mr. Moffatt did not think relevant to the matter to be decided, and in stating his view of the case, that gentleman remarked:—

"I would begin by observing that the early history of the Grand Trunk Railway undertaking, as set forth at such length in the Company's statement of their case, strikes me as being somewhat foreign to the question to be dealt with, which is purely a commercial one, involving nothing beyond ascertaining the legitimate value of a certain description and extent of service to be performed." ||

The representatives of the Company, in their paper of August 13th, 1862, in reply to Mr. Moffatt's draft letter, demurred to these remarks, and repeated that "the Grand Trunk Railway was brought before the public of England, and their subscriptions asked towards its cost, as an undertaking guaranteed by the Province of Canada;" that the statements of the prospectus "were put forth by the authority of the leading statesmen of this country, confirming the assertions that the capital was practically guaranteed by Canada;" that this "was done for the purpose of inducing Englishmen to find the money" for building the road; that "by representations made upon official authority—representations which were echoed throughout the length and breadth of Canada, both in the columns of the public press and in the halls of Parliament, without any demur as to the *grave responsibility, moral and equitable*, which Canada was thus assuming—Canada induced English capitalists to find that money which the country itself, by its Acts of Parliament, had undertaken to find; and it can hardly be seriously urged that the Province,

\* See Mr. Watkin's letter of 5th April, 1862. Blue Book, p. 13. † Blue Book, pp. 31, 46.

‡ Blue Book, pp. 31, 32. || Blue Book, p. 50.



which has reaped such vast benefits from the outlay connected with the building of the Grand Trunk Railway, should now seek, *in defiance of every pledge and promise*, to avoid all responsibility for the official statements by which third parties were induced to subscribe their money.\*

Without observing on the language which the Company's agents thus deemed it for their interest to employ in addressing the arbitrators, the undersigned begs to say; that in regard to this whole argument he concurs in the view expressed by his predecessor in his report of 29th October, 1862. †

"Past communication between the Department and the Company," it is remarked, "has been greatly complicated by claims preferred by the latter on grounds of a purely political character. References are constantly made to promises published in the original prospectus issued by the promoters of the undertaking, and to the nature and scope of various arrangements subsequently entered into with the Provincial Government, the aim being to establish some special right to favor or recompense on the part of the railway. The undersigned deems it his duty to say, that with matters of this description he has in his present capacity nothing to do. Whether promises originally put forward have been fulfilled or not; whether the Government or the Province can be held to be equitably or morally liable for those promises or not; whether the stockholders and bondholders of the concern have any peculiar claims to Canadian generosity, are questions which it is proper to exclude from view in any attempt to arrive at just conclusions in regard to a purely business contract. \* \* \* The undersigned, as head of the Post Office Department, feels bound to confine himself to the single question of postal service, and with this too he is bound to deal only upon its merits. The Province requires certain mail facilities. The railway may fairly be asked to afford them, not only because they come within the scope of its legitimate enterprise, but because they may be regarded as in part the price paid by a powerful corporation for the privileges with which it has been invested by Parliament. Extraneous considerations must, then, be excluded from the account, and the question to be settled resolves itself into one of a strictly commercial character. What is the mail service performed by the Railway Company worth? What is the money-value of the facilities afforded to the Department? What should the Department be required to pay for the accommodation and the service provided and rendered by the Company? In this light the undersigned proposes to deal with the matter before him."

The undersigned would add, that if the Province is under all this liability, the method by which the Company now desires a portion of it to be paid, namely, by an enhanced postage rate, would be the most expensive method which the Province could select for the purpose, as the other railways will, no doubt, demand remuneration at a corresponding rate, having reference to the comparative value of the service they perform; and it would be practically impossible to refuse such a demand. Some of the railways have received no aid whatever from Government. All of them have been beneficial to the country, and would claim to have been quite as beneficial, in proportion to their length and cost, as the Grand Trunk has; and the advocates or friends of none of them would admit that the Grand Trunk was entitled to greater consideration in determining the amount to be paid for postal services than they were. If the Province owes anything to the Grand Trunk, beyond a fair remuneration for the postal service it performs, the undersigned is of opinion that it would, beyond all question, be better and cheaper for the Province to pay it as a separate transaction, instead of mixing up the claim with the claim for postal service.

In the Managing Director's reply of the 26th November, 1862, he reiterated the argument from the Company's prospectus, with even greater distinctness than before, and further affirmed that the Government of 1852-3 "endeavoured to induce British capitalists to embark in the undertaking by making great promises as to the extent to which Canada had practically guaranteed a large return upon the outlay;" that "with that view members of the Government proceeded to London, and the result of the negotiations is to be found in the prospectus of the Grand Trunk Railway of Canada, which was published in England in the spring of 1853;" that "that prospectus was prepared and issued under official authority;" and "that the prospectus so issued promised 11½ per cent. return upon the share capital, after paying the interest upon the bond debt."

\* Blue Book, p. 55. † Blue Book, p. 68.

The claim founded on the prospectus is certainly one of great magnitude. A guarantee of the capital must mean a guarantee of the profit expected from its investment; and the so-called "promise" of the prospectus is stated to have been 11½ per cent.\* Now, to pay that sum and the interest on the bond debt, profits to the amount of three or four millions of dollars would be necessary, and (according to the argument) must in effect have been guaranteed, beyond the million of dollars which the Province now pays annually for interest on the Provincial debentures issued to the Company, the two sums being together nearly equal, at the time, to the gross revenue of the country from all sources. A liberal allowance for postal services, founded on the claim, would pay but a fraction of it, and would provoke and ensure, rather than exclude, future demands.

It is to be observed, however, that the claim, if it were well founded, could only be set up by a small portion of the shareholders and bondholders. It could never have been set up by all. It could never have been set up, for example, by the contractors and others who knew all the facts and who aided in preparing the prospectus, and of course could not have been misled by it. A large part of the shares and bonds was taken by them, and a large part of the other shares and bonds has passed from the original holders into the hands of other persons as purchasers, and who confessedly did not buy on the faith of the prospectus.†

But an examination of the ascertained facts seems to the undersigned to demonstrate that the claim is not well founded on the part of any known portion, small or large, of the present shareholders and bondholders; that Canada has done everything it undertook to do; that no representation was made in the prospectus that the capital was guaranteed or "practically guaranteed" by the Province; that no authorized representation to that effect was made anywhere; that there was no pledge or promise by the Parliament or Government of the Province, before the stock was subscribed, which has not been more than redeemed since; that the prospectus, even had it afforded any solid ground for the claim in case the Province had been responsible for that document, was not prepared under the sanction of the Canadian Parliament, nor by the Canadian Government, and in fact was not prepared in Canada at all, but was prepared in England by gentlemen in whom, with a knowledge of all the facts, the Company has, up to this moment, entire confidence.

What the Province did guarantee—what the Province did undertake to do—what promises it did make—what pledges it did give—are all set forth in Legislative enactments, the meaning of which is obvious and undisputed; and from these it distinctly appears, that the policy of Parliament and the country was merely to lend the credit of the Province in the building of railways, and to do even this to a limited extent only, and upon the security of a first lien on the railway. Nothing more than this was contemplated; no guarantee to shareholders of their stock, nor to bondholders of their advances, was thought of. However, after the Grand Trunk Railway Company had commenced their works, Parliament was from time to time induced to do more than was contemplated when the stock in the Company was subscribed. This arose chiefly from the danger with which the Company's representatives from time to time threatened the Province, whether on sufficient grounds or not, that what had been advanced by the Province would otherwise be lost; for that without further aid from the Province, the Company, for reasons which were stated, could not fulfil the engagements into which it had entered.

It is to be borne in mind that the present "Grand Trunk Railway Company of Canada," is an amalgamation of several companies, which had been successively incorporated for building sections of the railway.

1st. The section from Montreal, through Richmond, to the boundary of the Province, was to be built by the "St. Lawrence and Atlantic Railway Company."

2nd. The section from Quebec to Trois Pistoles, and thence easterly to the eastern boundary line of the Province, was to be built by "the Grand Trunk Railway Company of Canada East."

3rd. The section from Quebec to Richmond was to be built by the "Quebec and Richmond Railway Company."

\* Blue Book, p. 29.

† Vide Prospectus and Evidence before Committee of Legislative Assembly, answers to questions 14 to 317.

4th. The section from Montreal to Toronto was to be built by the original "Grand Trunk Railway of Canada."

5th. The section from Toronto to Guelph, and thence to Sarnia, was to be built by the "Toronto and Guelph Railway Company."

Of these the first—the Atlantic and St. Lawrence—was incorporated in 1846; and a large portion of the road was built and in operation sometime before the amalgamation into the present Company was conditionally agreed to (this having been on the 12th of April, 1853), and the remaining portion, at the date of the agreement to amalgamate, was in progress and near completion.

As to the second section, namely, that from Quebec to the eastern boundary of the Province, the Act of incorporation was passed on the 10th November, 1852; and Messrs. Jackson, Peto, Brassy and Betts, on the 23rd March, 1853, contracted with the Company, then incorporated, for building the road.

As to the third section mentioned, namely, from Quebec to Richmond, the Act incorporating the Company by which this road was to be built, was passed on the 10th of August, 1850; and some progress had been made in building the road before the 20th of October, 1852, at which period Messrs. Jackson & Co. entered into a contract with the Company for completing it.

As to the fourth section mentioned, namely, that between Montreal and Toronto, the Company was incorporated on the 10th November, 1852, and Messrs. Jackson & Co., on the 14th December, 1852, entered into a contract with the Company to build the road, and on the 23rd of March, 1853, they entered into a new contract with the Company somewhat modifying the first contract.

The fifth section, namely, that from Toronto to Guelph, certain Canadian Contractors had, on the 28th November, 1852, contracted to build as far as Guelph. On the 18th of February, 1853, the Toronto and Guelph Railway Company entered into an agreement with the same contractors for extending the road to Sarnia. Both these agreements were, on the 24th March, 1853, superseded by a third agreement relating to the whole section from Toronto to Sarnia.

On the 10th of November, 1852, an Act had been passed authorizing any of these Companies to amalgamate, if they chose, and on the 17th of March, 1853, an Act was passed authorizing the Company then called the "Grand Trunk Railway of Canada," to build the Victoria Bridge.

Not only was the guarantee confined to these specified portions of what now constitutes the Grand Trunk Railway, but it was further limited to £3,000 sterling per mile to the Quebec and Trois Pistoles section, of 153 miles, and the Montreal and Toronto section, of 333 miles. The guarantee to the Quebec and Richmond amounted to £250,000, and to the St. Lawrence and Atlantic, to £467,500 sterling. All these sums were, by the express provisions of the various statutes, to stand secured to the Government as a first mortgage on the works. This comprised the whole responsibility of the Province in respect of the railways in question at the time of the amalgamation, and the amount was but little over two millions sterling.\*

The claim of the Grand Trunk now, however, is in effect that the guarantee was not thus limited to a portion of the cost, though Parliament had said it should be, but that it practically extended to the whole capital; that the advances were not a first charge on the railway, though the statute had declared they should be a first charge, but that, on the contrary, the interest on bonds and the dividends on shares were entitled "morally and equitably," to be paid at all events; that the guarantee was not limited to the main trunk line, though the Legislature had so limited it; that, on the contrary, the guarantee included the railway from Toronto to Sarnia, which confessedly formed no part of what was called the main trunk line; that the guarantee included the Victoria Bridge, though the statute expressly excluded that work from the guarantee; and that it covered even branch lines not contemplated. If the prospectus then, on which this claim is founded, has the meaning and effect attributed to it, it must be held to have been superior to statutory enactments and its

\* *Vide* the statutes and agreements referred to, and answers given to Committee of Legislative Assembly, 29th May, 1857, to questions numbered respectively from 234 to 245.

framers must be held to have been practically superior to the three branches of our Legislature.

To shew, beyond cavil, that Parliament did its best to confine the liability of the Province legally as well as "morally and equitably" within the limits which were, in the opinion of Parliament, consistent with our resources, it may be well to set forth, in express words, what the enactments of the Legislature were in reference to these roads.

It was by an Act which passed on the 30th May, 1849, that a public guarantee or aid to railways was provided for, and this statute enacted that it should be lawful for the Governor in Council, on behalf of the Province, to guarantee the interest on loans raised by any chartered company for the construction of railways on certain conditions; and amongst these conditions were the following:—

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

"That no such guarantee be given to any company until one-half of the entire line of road shall have been completed."

"That the payment of the interest guaranteed by the Province shall be the first charge upon the tolls and profits of the company, and that no dividend shall be declared so long as any part of the said interest remains unpaid."

"That the Province shall have the first hypothec mortgage and lien upon the road, tolls and property of the company for any sum paid or guaranteed by the Province," &c.

On the 30th of August, 1851, was passed "An Act to make provision for the construction of a main trunk line of railway throughout the whole length of the Province."

This Act declared and enacted (section 1st) as follows:

"That *expecting* only as regards such sums as may be raised for the purposes of this Act, under the authority and guarantee of the Parliament of the United Kingdom, and as regards the guarantee of the Province to be given under the Act, 12 Vic., cap. 29 for the interest only of debentures issued or to be issued by the St. Lawrence and Atlantic Railroad Company, or the Ontario, Simcoe and Huron Railway Union Company, on the conditions in the said Act and hereinafter mentioned; the public debt and liabilities of this Province *shall not be increased* under this Act, nor will the Provincial Parliament hereafter authorize the increase thereof without the consent of the agents through whom loans may have been negotiated in England, or the previous offer to pay off all debentures then outstanding, and the actual payment of all such as shall be presented for payment, pursuant to such offer, at the place therein appointed, within one month from the first publication thereof in the London Official Gazette, in which it shall be published during the period aforesaid at least; and the expenditure hereinafter authorized shall not be made, nor the liabilities hereinafter mentioned incurred, on behalf of the Province, *except* only in so far as it may be found practicable to make or incur the same, or any part thereof, *without increasing the debt or liabilities of the Province otherwise than in the cases and under the conditions aforesaid.*"

The second section relates to the Quebec and Halifax Railway, and provides for the building of a railway from Quebec to Halifax, at the joint and equal expense of Canada, Nova Scotia and New Brunswick.

Then, as to the main trunk line, this Act provided three methods for building it:— 1st, by funds raised on an Imperial guarantee, and therefore at a reduced rate of interest, if this could be done; or failing this, secondly—half by the Province and one half by the municipalities along the line of the road, and having therefore a special interest in it over and above the general interest which the whole Province might be supposed to have in the road; and failing this method, thirdly—by private companies.

Section four refers to the first of the three methods, and enacts that, "Provided the funds necessary for the purpose shall be raised by loan, under the authority and guarantee of the Parliament of the United Kingdom, or advanced as a loan to this Province, under the said authority, the whole of the main trunk line of railway *from the City of Quebec, or a point opposite thereto, to the City of Hamilton, or some convenient point on the line of the Great Western railroad, or so much of the said main trunk line of railway as the funds so raised or advanced, as aforesaid, shall be sufficient to make, shall be made*

is a Provincial work, and it shall be lawful for the Governor, out of any such funds as aforesaid, to pay all such sums as shall be required to defray all the expenses of making such main trunk line of railway, or such part thereof, as aforesaid."

Provisions follow, enacting that if this first method failed, the second method might be adopted. Then comes a clause limiting both methods.

Section 8.—"Provided always, and be it enacted, that *the total sum* to be raised for the purposes of this Act, upon the credit of the Consolidated Revenue Fund of this Province, with or without any guarantee under the authority of the Parliament of the United Kingdom, and including any sum which may be advanced under the authority of the said Parliament on the credit of the said Consolidated Revenue Fund, added to any sum which may be raised on the credit of the Municipal Subscription Fund, shall never exceed in the whole the sum of four millions of pounds currency."

Should these two methods fail, the third method is provided for by section fifteen, which enacts as follows:—

"That if it be found to be impracticable to raise the funds for constructing the said main trunk line of railway in any of the modes hereinbefore mentioned, then the Governor of this Province may, by proclamation, declare that the same may be undertaken by any private companies thereunto authorized by the Legislature; and any private company, in whose Act of incorporation a clause may have been inserted suspending its operations until the Governor should issue a proclamation declaring it in force, shall by the issuing of such proclamation receive authority to commence its operations."

Section 16—"And whereas, although it is highly desirable to afford every possible encouragement to the construction of railways in all parts of the country, yet for the purpose of *confining the liabilities of the Province within proper limits*, and at the same time ensuring effectual aid to those undertakings which are most necessary to its progress and development, it is expedient to restrict the provisions of the Railway Guarantee Act, hereinbefore cited, in the manner hereinafter provided: Be it therefore enacted, that the guarantee offered by the said Act, and all the provisions of the said Act, relative to such guarantee, shall be, and are hereby, restricted and confined to those railroads which may form part of the said main trunk line in case of any part thereof being constructed by private companies, and to the St. Lawrence and Atlantic railroad, which has already received the said guarantee, and forms part of the said main trunk line; the Great Western Railroad, which has been commenced and partly constructed on the faith of the said guarantee, and forms part of the said main trunk line; and the Ontario, Simcoe and Huron Union Railroad, for the construction of which certain arrangements have been made in expectation and upon the faith of the said guarantee, &c.

Section 18.—"And be it enacted, that no railway company shall be entitled to the benefit of the said guarantee until the said Board (of Railway Commissioners) shall have examined and approved the line selected for such railroad, the intended gauge, the form and weight of rail, and general mode of construction of the road and of the larger bridges, viaducts, and principal works upon such line, and shall have reported such approval to the Governor in Council, with their opinion that the road is one which may advantageously form part of such main trunk line as aforesaid; that the Act incorporating the company contains all such provisions as they think essential to the protection of the public interest, or that the company have consented to the amendment of their charter, by the insertion of such provisions; and that the road when completed, will afford ample security to the Province against loss under the guarantee to be given with regard to it.

"And the line and mode of construction so approved shall not be altered or deviated from without an express report from the said Board in favor of such alteration or deviation, nor unless such report shall be approved by the Governor in Council," &c.

Section 20.—"And be it enacted, that the said guarantee shall not be given with regard to any railway or section until the said Board shall have reported to the Governor in Council that the land for the whole railway or section has been acquired and paid for; that a part of the work thereon has been completed, to their satisfaction, and that the fair cost of the part so completed, including the fair cost of the land and of all materials then procured by, and the property of the company (and not merely the sum the company may have actually expended upon the same) would not be less than the cost of the part remaining to be done, according to an estimate made upon tenders received and approved by the

company and by the said Board as fair and reasonable; in which case the guarantee of the Province may be granted *for the sum necessary to complete such remaining part of the work, according to such estimate;* &c.

Section 22.—“ And be it enacted, that the said guarantee may, as regards those companies whose railways will form part of the said main trunk line, and upon such conditions as the Governor in Council shall think fit, be extended to the payment of the principal of the sum guaranteed, as well as to the payment of the interest thereon, provided the bonds guaranteed are made payable at periods previously approved by the Governor in Council; or, in his discretion, Provincial Debentures for the amount to be guaranteed, or any part thereof, may be delivered to the company in exchange for their bonds for like sums, and the principal and interest whereof shall be made payable at like periods, or at such others as may be agreed upon, and for the principal and interest of such bonds the Province shall have the same priority of hypothec, mortgage and lien upon the railway tolls and property of the company as by the said Act is given for sums paid or guaranteed by the Province, and subject to the same provisions; and the said guarantee may be given either at once for the whole sum to be raised by the company, or from time to time; and by portions, as the same shall be required for carrying on the works, according to the terms and conditions which shall have been made in that behalf,” &c.

These enactments were relaxed in some respects in favor of two of the companies now represented by the Grand Trunk, and the clause for this purpose in both Acts is in the same terms, and is as follows:—\*

“ Provided always, and be it enacted, that for and notwithstanding anything to the contrary in the Act,† the guarantee of the Province shall not be given to the Company incorporated by this Act, or in respect of the railway hereby authorized to be constructed, to an amount exceeding the sum of £3,000 sterling for every mile in length of the said railway; *but, provided the limits above mentioned be not exceeded, the said guarantee may, notwithstanding anything to the contrary in the said Acts, be given to the extent of £40,000 sterling, as soon as it shall be ascertained by the report of any engineer or engineers, to be appointed for that purpose by the Governor of this Province, that £100,000 sterling has been actually, and with due regard to economy, expended on the said railway by the said Company, in work or materials delivered on the ground, or both conjointly; and whenever it shall be ascertained in like manner that another sum of £100,000 sterling has been so expended as aforesaid, then the guarantee of the Province may be given for another sum of £40,000 sterling, and so on, toties quoties, until such guarantee shall have been given to the whole extent hereby before limited: Provided always that such guarantee shall, except in so far as otherwise provided by this section, be subject to all the provisions of the Act first cited in this 12th section as amended by that secondly cited therein, and may under the provisions of the 22nd section of the Act last mentioned,‡ be given by issuing and delivering to the said Company, Provincial Debentures for the amount to be guaranteed in exchange for the bonds of the Company, to which bonds all the provisions of the said section and of the said Acts shall apply.”*

It has already been mentioned that the Toronto and Sarnia Railway formed no part of the main trunk line, and was therefore, confessedly, not entitled to the guarantee; and the Act for the building of the Victoria Bridge by the Grand Trunk Railway Company, contained the following provision:§—“ Provided always, and be it enacted, that the guarantee of this Province shall not be extended to any loan or debenture to be raised or issued under authority of this Act, or in respect of the said bridge, or any work to be constructed under this Act.”

At the time these Acts were passed, it was intimated that the companies would probably not need the guarantee; and they had, therefore, a clause introduced authorizing them to renounce it. This section is in the following words in each of the Acts:—“ Provided always, and be it enacted, that the said Company may, by any by-law to be passed for that purpose, and assented to and confirmed by a majority of the votes of the shareholders at a special general meeting thereof, to be called for the purpose of considering such by-law, renounce the benefit of the guarantee mentioned in the next preceding section.”||

\* 16 Vic., cap. 37, sec. 28; & 16 Vic., cap. 38, sec. 25.

† 12 Vic., cap. 29; & 14 & 15 Vic., cap. 72.

‡ 14 & 15 Vic., cap. 73. § Cap. 75 sec. 8.

|| 16 Vic., cap. 37, sec. 29; and cap. 38, sec. 26.

It appears from these enactments that while railways were expected to be an advantage to the Province, it was at the same time felt to be expedient to forego the advantage for the present, rather than to burden the public exchequer with the whole cost of them, unless the money could be obtained at the reduced rate which would be the result of an Imperial guarantee; but neither in that event, nor in any other, was it deemed expedient for the Province to incur a liability exceeding four millions currency, for the Quebec and Halifax and the Canadian main trunk lines together; that that portion of this sum which was to go to the Canadian lines should only go in case at least half the cost was raised from other means and actually expended, and when the amount the Government was to guarantee would suffice to finish the road; and that the Province should have a first lien for its advances, and thus have a priority over all shareholders and bondholders and other creditors of the Company. It would be a strange thing to contend that Parliament had not a "moral and equitable" right, before a railway was built, to refuse aid to it, except on these conditions, or had not a "moral and equitable" right after the road was completed, to expect the benefit of these conditions.

By the Acts incorporating the original "Grand Trunk Railway of Canada" (the Montreal and Toronto section) and the Grand Trunk Railway of Canada East (the section easterly from Quebec), while, on the one hand, the Provincial guarantee, so far as related to these portions of the main trunk line, was limited to £3,000 sterling a mile, so, on the other hand, the condition requiring one-half of the work to be done without any public aid, before the public guarantee should become available for the remaining half, was relaxed and it was provided that the aid should be given as the work advanced.

To make out, in view of all these plain and positive enactments, that Canada is under the responsibility, "moral and equitable," which the Grand Trunk officials contend for,\* it must be assumed that, under a Parliamentary Government, statutes, however explicit, are nothing; that a member of the Cabinet, or a few persons who are not even members of the Cabinet, may, of their own will, set aside every restriction, every condition, every enactment of the three branches of the Legislature; may, on the most important matters engaging public attention, reverse the policy deliberately adopted by Parliament and recorded in the statute book, and impose on the country an unrestricted, unconditional "responsibility, moral and equitable," if not legal or constitutional, to any amount, however enormous, that they may choose, and even to an amount, as in this case, many times greater than that which alone Parliament would or did sanction, even conditionally; an amount equal, in fact, to several years' purchase of the gross revenue of the country, from all sources.

But when the prospectus is examined, the statements said to be contained in it are not found there. It announced that arrangements were in progress for the amalgamation of the various companies to which the prospectus refers. It is to be remembered that it was in England the negotiations for this amalgamation took place. The negotiations went on from January to April, 1853, and the parties to them were: Mr. Galt, as agent of the St. Lawrence and Atlantic and the Atlantic and St. Lawrence Railways, and also as one of the contractors for building the Toronto and Guelph Railway, and who was not then in Parliament; the Honorable Mr. Ross, as president of what was then called the Grand Trunk Railway; and Sir Morton Peto and Mr. Jackson, of the firm of Jackson & Co., who, under their contracts with the original Grand Trunk Railway and with the Quebec and Richmond Company, were the parties chiefly interested in those companies. Captain Rhodes, Mr. Forsyth and the Honorable Mr. Pemberton, three of the Canadian directors of the original "Grand Trunk Railway of Canada," happened to be in London at the time, and may have been parties to the arrangements, though it does not seem at all certain that they were.† The Hon. Mr. Ross happened at this time to be Solicitor General for Upper Canada, but he was not a member of the Cabinet, and it does not appear that in this matter he had any duty whatever to perform as Solicitor General; on the contrary, it was as president of the original "Grand Trunk Railway of Canada" that he was acting, and as agent for the "Grand Trunk Company of Canada East," as well as of another company,

\* Blue Book, p. 55.

† Compare the evidence given before the Committee of the Legislative Assembly in 1857, in answer to questions 66, 72 and 269, with the evidence of Captain Rhodes before a Committee of the Legislative Council in 1854.

the Grand Junction Railway Company, whose road was never proceeded with. It was expressly on behalf of these private companies, and not as Solicitor General, that he signed the various agreements of March and April, 1853, already mentioned. The following extracts from the evidence of Mr. Galt, before the Canadian Assembly Committee, in 1857, shew the facts:—

*Question 32.* "When did you arrive in England, and with whom did you communicate there on the subject of the Grand Trunk Railway?"

*Answer.* "I arrived in England the beginning of January, 1853, and I immediately communicated, on the subject of the Grand Trunk Railway, with the Honorable Mr. Ross, the president of that Company, who brought me into communication also with Mr. Jackson, of the firm of Peto & Co."

Again, in answer to another question (37), Mr. Galt said, "I negotiated with the Honorable Mr. Ross, as president of the Grand Trunk, with Mr. Jackson and Sir Morton Peto on the subject. \* \* \* As soon as there seemed a probability of an arrangement being effected for the union of the lines referred to, it became necessary to obtain the sanction of the Provincial Legislature to such union, and I believe that the Amalgamation Act was brought forward by the Government in Canada, in consequence of communications with England."\*

*Question 39.* "Why did you negotiate with Messrs. Peto & Jackson?"

*Answer.* "Because, under the terms of the arrangements made in Canada, with the sanction of the Railway Company and the Government, these gentlemen did, in fact, represent the real interests of the Grand Trunk Railway, and were the parties whom every one regarded as responsible for the carrying out of the enterprise."

*Question 40.* "Was not their position, as a contracting firm, and as capitalists in England considered, such as to ensure the success of the enterprise?"

*Answer.* "I certainly so regarded them myself, from such information as I could obtain from my friends in London."

*Question 41.* "When was the amalgamation of the Quebec and Richmond and the Grand Trunk East Railways first proposed?"

*Answer.* "To the best of my recollection, it must have been about six weeks subsequent to my arrival in England, but it was certainly after a general understanding had been come to with regard to the terms upon which the Grand Trunk West and the Montreal and Portland lines were to be united."†

The amalgamation being thus agreed to, subject to the approval of the companies, new contracts were, on the 12th of April, 1853, entered into between the various railway companies concerned and the contractors; and the prospectus was prepared in England and issued there (13th April, 1853); and the stock was allotted and the first instalment thereon paid (11th May, 1853) before communicating with Canada, and consequently before actually obtaining the approval of the various companies to the amalgamation. This prospectus is now called, by the representatives of the Grand Trunk Company, an "official prospectus," and they say it was "issued under official authority."‡

Who the framers of the prospectus were, and what the data were on which they proceeded in estimating the revenue and profits of the Company, we learn from Mr. Galt's evidence in answer to questions 66 and 67.

*Question 66* (Which refers to prospectus). "Were you a party to its preparation? If so, who acted with you in the matter, and who is responsible for it, and the facts and propositions contained in it?"

*Answer.* "I was a party to its preparation. The Honorable Mr. Ross, Captain Rhodes, Mr. Forsyth, and the Honorable Mr. Pemberton, who were then directors of the original Grand Trunk Company, also Messrs. Glyn & Baring, and Messrs. Peto & Co., were all parties to the preparation of the prospectus. Mr. A. M. Ross, the engineer, was also engaged in its preparation. It was issued on the responsibility of the gentlemen whose names appear on it, they being in London; those in Canada necessarily had no communication of its precise contents."

*Question 67.* "What data did you possess for the estimates of the expected business and profits of the railway as stated in the prospectus?"

\* The second Amalgamation Act received the Royal Assent 17th March, 1853.

† Vide also Questions 293 and 294, and answers thereto.

‡ Blue Book, p. 23.



*Answer.* "The data generally stated in the appendix to the prospectus. They were obtained generally, as regards the line from Montreal to Toronto, by Mr. A. M. Ross and Mr. Jackson, when in Canada; as regards the Toronto and Guelph line, from the census returns of the several townships traversed, and other data obtained by the Toronto and Guelph Company, in my possession; as regards the line from Montreal to Portland, from data supplied by the Atlantic and St. Lawrence Company; and in the case of the St. Lawrence and Atlantic line, from data supplied by that Company; as regards the line eastward from Richmond to Quebec, the calculations of the Quebec and Richmond Company, employed at the time their capital was raised, formed the basis of that section. For the line eastward of Quebec, Mr. Jackson and Mr. A. M. Ross furnished the information used."

*Question 98.* "Are you aware that a year previous to the giving out the contracts, Alex. M. Ross, and Mr. Jackson, one of the contractors, passed over the proposed railway route, carefully examining the same, and that Alex. M. Ross passed a year in Canada gathering information for the Grand Trunk contractors before the contracts were given out?"

*Answer.* "I believe such was the case."

Such, then, were the framers of the prospectus, and such were the sources of their estimates; but the Company's agents, notwithstanding, contend that the Province is under a "responsibility, moral and equitable," arising out of representations said to be contained in the prospectus so prepared; and this claim seems founded on two things in that document:

1st. That the financial agents of the Province in London are named in the prospectus as two of the London directors, and the fact of their occupying the position of such agents is mentioned in the prospectus in connection with their names; and that several members of the Government are also mentioned as directors, their offices in the Government being also stated.

2nd. That the promoters of the enterprise printed and circulated, as part of an appendix to the prospectus, the report for the year 1852, transmitted by the then Governor General of Canada, in pursuance of the "rules and regulations for Her Majesty's Colonial service," which require the Governor of every colony to furnish annually a report "exhibiting generally the past and present state of the colony and its prospects," and which report is always laid before both Houses of Parliament, as this one was.\* This report, or despatch, had in usual, course been published by order of the British House of Commons. Of thirty-five paragraphs which it contains, one only (the 16th) is about Canadian railways, and is as follows:—

"Before I pass on to other topics, it may perhaps be advisable that I should say a few words with respect to the pecuniary responsibilities which the Province is assuming in connexion with the railway enterprises now in progress or prospect within it. At the time when the resolution respecting local works, to which I have already referred, was adopted by the Government, it was urged, with much force and justice, that the objections which unquestionably existed to the extension of public aid to undertakings of that class, did not apply to works of great magnitude, to which our interest, Provincial rather than local, attached, and which were, moreover, in the then circumstances of the Province, clearly beyond the reach of private enterprise. Within the category, lines of railway of considerable length, linking together districts of the Province remote from each other, and calculated materially to benefit its general trade, were held to fall. It was accordingly concluded that aid from the funds or credit of the Province might, under proper conditions and restrictions, be afforded to these undertakings without any departure from the salutary principle which had been adopted in the case of local works generally. It was resolved, however, that in administering such aid the pecuniary interests of the Province should be more carefully protected than they had been in respect of advances previously made for local works. The Provincial Act, 12 Vic., cap. 29 (passed in 1849), was framed on the principle that the sums advanced on the credit of the Province, in furtherance of undertakings of this class, *should in no case exceed one-half of the amount actually expended on the whole work, and that the whole resources and property of the companies should be pledged for their redemption, and for the payment of interest upon them.* In

\* See Colonial Official list for 1862; by Messrs. Sergent & Birch, of the Colonial Office, p. 29.

all the railway enterprises undertaken since that period, where public aid has been given, this principle has been substantially adhered to. These comprise,—

"1st. The St. Lawrence and Atlantic Railway, running from the St. Lawrence opposite Montreal, to the frontier line, where it joins an American railway, which will extend, when completed, to Portland in the State of Maine: length 126 miles.

"2nd. The Ontario, Simcoë and Huron Railway, running from Toronto to Lake Huron: length 90 miles.

"3rd. Great Western from Hamilton to Windsor, 228 miles.

"4th. Quebec and Richmond, 100 miles.

"5th. Main Trunk from Toronto to Montreal, 380 miles.

"6th. Quebec and Trois Pistoles, on the route of the Lower Provinces, 160 miles.

"The construction of the two last-mentioned lines is provided for in Acts passed during the present Session of the Provincial Parliament."

The printing of this despatch as an appendix to the prospectus, so far from creating a Provincial or other liability, as is curiously but emphatically contended, rather shews the care that to that extent was employed by the promoters of the Company in laying the facts accurately before the British public; and the circumstance manifestly requires no further notice in the present report.

As to the other point—the manner in which some of the directors of the Company are designated in the prospectus,—the undersigned would call the attention of His Excellency in Council to the list of directors and officers as given in the prospectus:—

#### "THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

"*Directors in London.*—Thomas Baring, Esq., M.P.; George Carr Glynn, Esq., M.P., Agents of the Province of Canada and Directors of the Company, on behalf of the Canadian Government. Henry Wallostor Blake, Esq.; Robert McCalmont, Esq.; Kirkman Hodgson, Esq.; Alderman W. Thompson, M.P.

"*Directors in Canada.*—The Hon. John Ross, Member of the Legislative Council, Solicitor General for Upper Canada, President. The Hon. Francis Hincks, M.P., Inspector General; the Hon. E. P. Taché, M.L.C., Receiver General; the Hon. James Morris, M.L.C., Postmaster General; the Hon. Malcolm Cameron, M.P., 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. R. Rhodes, Esq., Quebec; E. T. Whittemore, Esq., Toronto.

"*Bankers in London.*—Messrs. Glynn, Mills & Co.; Messrs. Baring, Brothers & Co.

"*Engineer in Chief.*—Alexander McKenzie Ross, Esquire.

"*Assistant Engineer.*—Samuel Keefe, Esquire.

"*Secretary in Canada.*—C. P. Roney, Esquire.

"*Solicitors in England.*—Messrs. Swift & Wavestaff, 30 Great George St., Westminster.

"*Solicitors in Canada.*—G. E. Cartier, Esq., M.P., Montreal; John Bell, Esq., Belleville."

Upon the prospectus, in connection with this list, several observations may be made.

1. It has already been demonstrated that if the prospectus has the signification attributed to it, it is not only unsanctioned by Parliament, but was a gross and obvious violation of the statutes relating to these railways.

2. The prospectus or any other supposed extension of the Provincial liability, was certainly unsanctioned by any Order in Council, or other formal Governmental act, even if such a sanction could impose an obligation on the Canadian people in spite of the enactments of their Parliament.

3. It does not even appear that it was with the sanction of the Government that the names of the Canadian directors were inserted in the prospectus in the way in which they appeared; nor even does this seem to have been with the sanction of the directors themselves, and from the dates and circumstances as well as the evidence before the Legislative Assembly, the contrary is probably the fact.

4. It seems too manifest for argument, that the mention in the prospectus of the names of the directors or of the offices in connection with the Canadian Government, which were

filled by some of them, would not without something more, suggest to any one of common intelligence, that the framers of the prospectus intended to represent the directors, or much less the Province, as responsible for the capital which might be embarked by others in the enterprise, or for the hoped-for and estimated profits of the undertaking. So the Montreal Bank would not be supposed, by those who read the prospectus, to be liable, though Mr. McGill, one of the directors, is styled in the prospectus, President of that institution; nor would any one suppose that Brockville and Belleville were specially liable, though the member for the former and the mayor of latter are also named in connection with their relations to those thriving towns.

Then as to the prospectus itself, it really contains no such representations as are said to be in it. If it speaks of the guarantee of the Province of Canada, it tells also the extent of the guarantee. The capital required for the works contemplated is stated to be £9,500,000, and of this sum the amount to be raised is shewn to be £7,246,000. One of the items constituting this sum is the Provincial aid, and is thus explained:—"Debentures convertible into bonds of the Provincial Government, of £100 each, payable in twenty years, bearing interest at six per cent per annum, payable half yearly in London, £1,811,500." (This sum was exclusive of the £400,000 to the St. Lawrence and Atlantic Railway.) \* \* \* \* \* "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 ratu* to the holders of the convertible debentures." Then we have seen that in Lord Elgin's despatch, which, it seems, was printed in the appendix to the prospectus, it was stated that "the Provincial Act, 12 Vic., cap. 29 (passed in 1849), was framed on the principle that the sums advanced on the credit of the Province in furtherance of undertakings of this class, should in no case exceed one-half of the amount actually expended on the work, and that the whole resources and property of the companies should be pledged for the redemption, and for the payment of interest upon them. In all the railway enterprises undertaken since that period, where public aid has been given, this principle has been substantially adhered to."

For the Company's agents, therefore, to say that the Province was represented by the prospectus as guaranteeing to the shareholders and bondholders or creditors of the Company the whole capital, is to say not only what is not represented in the prospectus, but is to say the reverse of what the prospectus represents, and the reverse too of what Lord Elgin stated in the despatch which is said to have been published with the prospectus.

So as to the profit. Profit depends on the revenue and expenditure, and the figures given in the prospectus are expressly stated to be "estimates" only, and the amount of revenue suggested is referred to as "probable revenue" only. The data for the estimates were given by the projectors, that others might judge of the security they afforded for the realization of the expectations formed from them; and what the sources of the information were we have already learned from Mr. Galt's evidence. But it is a remarkable fact, that while so enormous an amount is now claimed for postal services, and while this prospectus constitutes so important a part of the argument of the Company in support of the claim, postal services are not once alluded to in the prospectus as an item from which any part of the "probable revenue" was to be expected.

It is further said, as enhancing the "grave responsibility, moral and equitable, which Canada was thus assuming" by means of the prospectus, that the representations, affirmed by the Company's advocates to have been made in that document, were also "echoed both in the columns of the public press and in the halls of Parliament." But the truth is that there was great difference of opinion expressed in the Canadian Parliament and in the "columns of the Canadian press," as to the whole scheme. Some were of opinion that the whole line, taken together, would be more profitable than the detached portions; some hoped it would be; whilst others argued, both in Parliament and in the press, that the whole undertaking would prove a commercial failure, and for that reason and other reasons they opposed it. Of those Canadians who imagined that the road would pay, the undersigned has not been able to find that any one stated, either in Parliament or in the press, a belief that the profits on the outlay would amount to the sum stated in the prospectus—11½ per cent. The calculations from which that result was worked out appear, from all the evidence there is on the subject, to be those of experienced men in England, who looked closely into the matter, and were so well satisfied with the undertaking as to invest in it a

considerable portion of their own means. It can hardly be supposed, however, that any speeches in the Canadian Parliament, or any articles in the Canadian newspapers, are seriously relied on as sustaining the claims of the Company on this point, or as sufficient, "morally or equitably," to reverse the policy determined upon by the three branches of the Legislature and distinctly embodied in Acts of Parliament.

It is plain also, as a matter of fact, that no one fancied there was a guaranteed profit, which if it was anything, would be of  $11\frac{1}{2}$  per cent, as the Grand Trunk advocates contend.\* For in that case the shares would have been at an enormous premium. Canada six per cent debentures were at a premium; and stock guaranteed by Canada at  $11\frac{1}{2}$  per cent. would manifestly be worth nearly 200 per cent.; but so far from this, its shares fell below par almost immediately after the stock was allotted,† and have continued at a discount ever since; and it is well known that a large number of the original shareholders have from time to time sold out, and for all that appears there may be very few of the present shareholders in regard to whom it can be pretended that they became interested in the road through the prospectus, whatever it contained.

There seems no reason whatever for doubting, that what English shareholders really relied on in subscribing was not any supposition that Canada guaranteed the capital they were about to invest, or guaranteed the profit upon it, for they perfectly understood the contrary; but what they relied on was their knowledge of the character and experience of the English directors and officers, whom, either personally or by repute, they well knew. The connection of these gentlemen with the road satisfied investors of the good faith of the undertaking; the honesty of the estimates; the honesty of the data on which they were based; and the probability, not the certainty, that the enterprise would pay. On this, those who subscribed were willing to risk, and did risk, their money. If they have lost it, or have lost a part of it, their loss is deeply to be regretted, but to intimate that there was any false dealing on the part of Canada, to which this misfortune of the shareholders or bondholders is owing, is to intimate what is clearly contrary to the fact; is doing a gross injustice to the people of Canada; and, it may be added, is a kind of statement which intercepts and neutralizes some of the public sympathy which the circumstances would otherwise naturally create in favor of some at least of the losers.

The undersigned refers again to Mr. Galt's evidence before the Committee of 1857:—

*Question 80.* "Was the Grand Trunk capital in your opinion raised because the Provincial bonds formed part of it?"

*Answer.* "Undoubtedly the Provincial bonds, being at a considerable premium, offered an inducement to parties to subscribe for the Grand Trunk capital; but I believe the principal cause for the success of the scheme was the very high character of the parties to the prospectus."

Indeed, although the railway was to be built in Canada, yet the shareholders in England, and those there in whom they placed confidence, were really better able to judge of the enterprise than the people of Canada were, inasmuch as they not only knew all that it was possible to know beforehand, in regard to this particular enterprise, but they had a far greater knowledge of railway undertakings in general than existed in Canada. There were not in operation at this time 200 miles of railway in all Canada, and these were of recent date, while upwards of 7000 miles of railway had already been built in the United Kingdom, at a cost of some two hundred and seventy millions sterling. Besides this, Englishmen were large shareholders in American and continental railways. All the railways in which so much British capital had been invested, were doubtless expected to prove profitable; and it may be assumed that the prospectus of almost every one of them honestly presented the facts in such a way as to make this result appear probable. Yet many yielded no dividends whatever, and others yielded smaller dividends than were expected. This very consideration was urged in the Canadian Parliament, in answer to the objections of those who were opposed to the works, as not likely to pay. The Hon. Mr. Hincks, for example, then a member of the Canadian Government, and now Governor of British Guiana, is represented as arguing in the Canadian Assembly that "as to the rest of the cost it was to be taken up by capitalists in England, and we need not, with our experience of railroads, affect to give advice to shrewd speculators on the other side of the water." Indeed, but for the confidence placed in the experience and judgment of the English contractors and

\* Blue Book, p. 29.

† See Mr. Galt's answers to Questions 55 and 56.

others, it is a well known fact that the Canadian Parliament would not have embarked in the undertaking; and the subsequent unpopularity of the Company in the Province has partly arisen from the Canadian people having been led, in the first place, to believe that the guarantee might not be made use of, and that if it was the country would not be called upon to tax itself to make it good; whilst on both points the result has been entirely different, successive appeals having been made to the Canadian Parliament for additional aid, accompanied by a pressure which the result shewed it was impossible to resist, and the Province having for years had to pay the interest upon the debentures we were to guarantee.

That the Company itself is really satisfied that there was entire good faith in framing the prospectus, and making whatever representations it contains, is plain, whatever the Company's agents may insinuate or affirm to the contrary in their communications with this Government or otherwise; for the Company has continued, ever since the prospectus was issued, to give entire confidence to the framers of that document. Thus the Honorable John Ross continued to be the president until 1862; Messrs. Baring & Glynn have been directors ever since the prospectus was issued, and are so still; and they were elected directors by the shareholders when the Canadian Government ceased to have the appointment of directors. These gentlemen believed, as many others in England and Canada believed, that the undertaking would be a good investment. Mr. Rhodes, of Quebec, who was named in the prospectus as one of the directors, and Mr. James Bell Forsyth, an extensive merchant, also of Quebec, were so satisfied that the undertaking would return a handsome profit, that, as they stated before the Legislative Council Committee in 1854, being in England when the shares were about to be issued, they complained to the English directors that none of the shares were reserved for Canada, and Mr. Rhodes stated: "I am sure if I had not written a very strong letter to Mr. Jackson, no reservation of shares would have been made." In fact the applications for stock far exceeded the amount required.

Amongst the Canadian shareholders was the city of Toronto. This corporation had £100,000 currency of stock in the road, for which the contractors for building the Toronto and Guelph road undertook to give par; but such was then the city's confidence in the future of the Grand Trunk Railway, that the municipal council of the city refused the offer and held the stock for five years more, notwithstanding its gradual fall, before disposing of their shares.

Indeed, it was long before the value of the road, as an investment, ceased to stand high with many of those who had as good means of judging as the nature of the case admitted of. Thus the elaborate report of Sir Cusack Roney, originally secretary, and, at the time of his report, managing director of the Company (dated 17th April 1855), concluded with the statement of his conviction that "regarded as an investment," the railway "cannot fail to prove a highly profitable enterprise." This report, it will be remembered, was published after Sir Cusack Roney had been some time in Canada, visiting (as he himself stated) and making enquiries in regard to all the principal places, both in the eastern and western sections of the Province, and in such portions of the United States as were to be commercially connected with Canada by means of the railway. If so many of the friends of this railway were mistaken in their expectation of its proving profitable, the same, it will be remembered, has also been the case with proprietors and shareholders of British railways, with all the experience there has been there on the subject of railways.

These observations comprise what has occurred to the undersigned in regard to the claim which the Company's agents base on their prospectus; and he now proceeds to notice the second of the considerations which he has stated to have been advanced on behalf of the Company.

II. It is said that if the Act of 1849 "had not been subsequently changed, the Province would now have had about six millions sterling invested in the Grand Trunk Railway, involving an annual outlay, for interest, of £360,000, instead of £186,760 sterling, as is the fact now."\* Mr. Brooke, in his paper, said that "the Government intended to furnish all the capital,† and in the paper of the 13th August, 1862,‡ the Company's agents speak of the Company's expenditure as "money which, by the enactments on the Statute Book of Canada, Canada herself was bound to provide at the cost of the country

\*Blue Book, p. 29.—paper of 21st April, 1862.

†Blue Book, p. 46.

‡Blue Book, p. 55.

at large, and of the municipalities through which the railway ran,"—and again, as "money which the country itself, by its Acts of Parliament, had undertaken to find."

In the paper of 26th November, 1862, similar statements were made. It was there said "that in 1849 it was offered to find half the capital by Provincial funds, and in 1851, that was extended so as to permit the municipalities along the line, on their credit, to find the other half. If this had been carried out, as was then fully intended, Canada would have had to find the whole cost of constructing the Grand Trunk Railway solely out of her own resources."\* Again it was said in the same paper, "one-half of the cost of the line would have been £6,000,000 sterling, involving an annual charge of £360,000, whilst had the Act of 1851 been carried out, the whole cost would have been raised on Canadian credit, with a charge of £720,000 a year. The actual assistance, however, afforded by Canada, has only reached £3,112,500, costing £186,750 a year," and it was intimated that to this extent "Canada has succeeded in reducing her subscription, as authorized by Parliament, to the cost of the line."

The entire groundlessness of these strange statements appears on a simple reference to the statutes to which they allude, and which have already been set forth. In making these statements, the agents of the Company kept out of view that by the Act of 1849, the Province was not to advance one shilling unless it was well secured; that there was to be no guarantee until half the entire road was first completed by the Company itself, nor unless the amount to be guaranteed would then be sufficient to complete the road; that the payment of the interest on this amount was then to be the first charge on the tolls and profits of the whole road; that there was thus to be for the Government advance or guarantee the security of works worth twice the amount; that on this condition only, was any offer made by Parliament to find half the capital by Provincial funds; that so far from this being now the position of the advances we have made, we have on the contrary given the Company Provincial bonds, and not a mere guarantee; and we have given up our lien for the amount; so that instead of making advances on the security of a railway worth twice the amount of them, we have made our advances without any security to a railway which is declared not to be paying, and we have postponed our lien even to dividends to the shareholders; that the condition of the Company, instead of being worse than if the Act of 1849 had not been changed, is to all this extent, better than it would have been under that Act; that though the Act of 1851 provided for building the main trunk line (but that only) at the expense of the Government, this was only to be done if the Imperial guarantee could be obtained, so as to reduce the interest the Province would have to pay for the money; that in no event, even should the whole railway be built from Hamilton to Halifax, was the contribution of the Government alone, nor were the joint contributions of the Government and municipalities, to exceed four millions currency; that careful provisions were introduced to prevent the possibility of a larger liability; that Canada had never, in any sense whatever, "by enactments on the statute book," bound herself to provide more, either at her own cost alone or at the joint cost of the country at large and of the municipalities through which the railway ran; and that, if the subsequent Act of 1851 had been carried out, we could not possibly have been called on to provide a shilling for the road west of Toronto, or for the Victoria Bridge, or for any of the branch roads; nor for the remainder more than four millions currency, which is considerably less than the Province has now furnished; that if either the Act of 1849 had remained unchanged, or if the Act of 1851 had been carried out, Canada would have good security for every shilling invested in the road; that although it was felt and acknowledged by the Legislature to be highly desirable to "afford every possible encouragement to the construction of railways in all parts of the country, yet for the purpose of confining the liability of the Province within proper limits, and at the same time ensuring effectual aid to those undertakings which are most necessary to its progress and development," it was declared to be "expedient to restrict the provisions of the Railway Guarantee Act" of 1849 to the main trunk line, namely, the line from Montreal to Hamilton, and to the St. Lawrence and Atlantic Railway, and certain others which have been already named and which form no part of the line of the Grand Trunk Railway. Canada, in fact, never thought of expending on railways one-third of the amount, which, whether through extravagance, mismanagement or otherwise, the Grand Trunk Company has managed to sink in the un-

dertaking, and the Province has now a larger investment in the line than the Acts in question contemplated assuming even had the Railway extended to Halifax.

Now, if the Act referred to (that of 1849) "had not been changed," and if the works it contemplated had been constructed under its provisions, and if the advances by the Province were still a first lien on the road, what would have been the position of Canada? The profits, over the expenses of the railway, would, of course, have gone to pay the interest on the Provincial guarantee, before the bondholders received anything, and before the shareholders received anything, and would thus have gradually reduced the amount to be paid, until Canada was entirely relieved. In other words, Canada would have had less interest to pay at the beginning than she pays now, and this interest would be annually diminishing until it would cease altogether to form a charge upon the public exchequer. But in consequence of the railway not having been constructed under that Act, we have to pay a larger amount of interest than Parliament ever contemplated, and we have to pay it in perpetuity.

So much for the argument as to the effect of the Acts of 1849 and 1851. These Acts were passed before the present Company was formed, and the slightest examination of the Acts subsequently passed is sufficient to satisfy any one who cares to know the facts, that not only has every promise and pledge Canada gave the Company been redeemed, but that by the further aid, from time to time granted in answer to the Company's appeals, the promises of the Province have been far more than redeemed.

In this way it has already been pointed out that some of the conditions, provided by the Acts passed before the prospectus was issued, were in the very next year relaxed in favor of the Company.\*

Then by the Act 18 Vic., Cap. 174, passed 19th May 1855, additional aid, by way of loan to the extent of £900,000, was granted to the Company.

By a further Act, 19 and 20 Vic., Cap. 111, passed 1st July 1856, the Company was "authorized to issue preferential bonds to the extent of £2,000,000 sterling—the holders of such bonds to have priority of claim therefor over the present first lien of the Province."† The Company's advocates say that this aid was burdened with conditions which lessened the value of it, but the Company deemed the Act, with those conditions, to be a boon, and pressed eagerly for its passing, in the face of a determined and energetic opposition.

The Company's agents also greatly overstate (the undersigned should perhaps say they misstate) the conditions. The two principal conditions which they say the Company was compelled to accede to, as explained in Mr. Brydges' letter of 13th July, 1863, were these:

1st. The assumption of the Quebec and Richmond line "into their system, although not any part of the main line. It has cost upwards of £1,000,000 sterling."

2nd. The building of the "line from Quebec to Rivière du Loup, a distance of 118 miles, costing not less than £1,180,000."

Now the facts are that the Company, for building the former of these lines, was incorporated on the 10th of August, 1850; that after the railway was partly built (namely, on the 20th October, 1852), Messrs. Jackson, Peto, Brassy & Betts had entered into a contract with the Company for completing it for £650,000 sterling, payable in stock and in Provincial debentures, under the Guarantee Act of 1849; that the Company for building the other line (the Grand Trunk Company of Canada East) was incorporated on the 10th November, 1852; that on the 23rd of March 1853, the same contractors had entered into an agreement with this Company for building their road for £1,224,000, also payable in like debentures and stock. Both Companies, as well as their contractors, were parties to the amalgamation agreement of the 12th of April, 1853; and the works of both Companies were placed, by that agreement, on precisely the same footing as the other works of the united Company thereby constituted. It may be added that, as the stock of the Quebec and Richmond Company had been already subscribed, or partly subscribed, and payments had been made on it, the amalgamation deed further expressly provided that this stock should become stock of the same nominal amount in the united Company, and should rank on the register of the united Company as stock on which so much was paid as should, at the time of amalgamation, be actually paid thereon. Further, the prospectus afterwards issued, mentions these two Companies amongst those of which there was to be a "fusion," so as to form one

\* Vide 18 Vic., Cap. 20, assented to 18th December, 1854.

† Vide 18 Vic., Cap. 33.

Company under the name of the "Grand Trunk Railway Company of Canada;" and the stock which had been subscribed in the Quebec and Richmond Company and the bonds issued, and the amount raise on both, are referred to in the same document as forming part of the nine millions and a half sterling, which was the announced capital of the united Company. So far, therefore, from the assumption of this road, and the building of the road from Quebec, easterly, having been conditions imposed on the Company for the first time in 1856, both were essential portions of the Grand Trunk Railway, whose prospectus has been referred to, and every share subscribed in the present Company was subscribed after this fact had been publicly announced in the very prospectus on which the shareholders are stated to have relied: All that the Act of 1856 did was to apportion the preferential bonds amongst the various sections of the road which the Company had, at its formation three years before, determined and agreed to build. It might or might not have been a wise thing for the Legislature, in 1856, to have relieved the Company from the obligation they were under of completing these portions of their contemplated line. That is quite another matter. The Company made no such application to the Legislature, and it appears from the debates upon the Bill, that prominent members of the Assembly contended strenuously that the road below Quebec would not pay, as the Company now says it does not; but all who took this view were regarded by the Company as its enemies, and had the opposition, and not the support, of the Company in their contention. These remarks apply to £1,775,000 of the two millions to which priority was given by the Act over the Government lien. The remaining £225,000 were to be appropriated to the aid or construction on certain subsidiary lines. Whatever private arrangement or understanding there may have been on the subject the undersigned is not aware, but the statute does not appear to have required the Company to issue this portion of the two millions. If issued, the proceeds were to be appropriated to the purposes mentioned, and no other. The Company chose to issue the whole. If this balance of £225,000 has been "simply lost," therefore, as we are told that it has,\* the loss has manifestly arisen from the voluntary act of the Company. Besides, whatever the result may be supposed to have proved in regard to these subsidiary lines, the Company, in 1856, regarded them as important feeders of the main line, and as worth the expenditure which the statute provided for; and, after the passing of the Act, the London directors, in a written statement to the shareholders (17th September, 1856), speaking of the Act as a whole, declared that they, "the directors, must accept it as a strong evidence of the wishes of the Government and Legislature of Canada to promote the interests of the railway, and recommended its adoption by the shareholders, leaving the directors to urge such modifications upon the Government as may facilitate them in carrying out its provisions, and which circumstances and measures necessary for the development of the traffic may require."

But the assistance which the Province gave to the railway beyond all that had been promised, did not terminate with the Act of 1856. It was the following year (27th May, 1857,) that the Act was passed† placing the Government lien after, not only the preferential bonds, but after all the bonds and capital of the Company, until the surplus earnings should be more than sufficient to pay a dividend of six per cent. on the capital. This was practically abandoning the claim of the Province for all its advances, amounting to £3,111,500 sterling. A simple statement of the facts thus shews that the Province has practically made a gift of this large sum to the railway, beyond all its promises and beyond what was thought of when the united Company was formed. In a word, the original intention was to lend to the Company about two-thirds of that sum on good security, or rather to become the Company's surety to those who might lend the money to the Company, and what the Province has actually done is, in effect, to give up the security and to bind itself to forego payment of the whole debt, until a state of things arrives of which it is feared that neither the Company nor the Government has any hope.

There is, therefore, no foundation whatever for the argument which the Company bases on the prospectus or on the Acts of '49 and '51. The Company's argument on these Acts was not necessary in order to make out that the Company should receive a fair and just compensation for the mail service it affords. That has never been disputed or questioned; and the utterly unfounded charges, which in the course of the argument of the Company's agents, are made against the honor of the Province, will, of course, have no effect in

\* Mr. Brydges' paper of 13th July, 1863

† 20 Vic., cap. 11.



diminishing by one farthing the amount that may be allowed. But on the other hand, though the reputation of the Province in the mother country is of great moment to us, and though those interested in obtaining a large subsidy may be powerful in directing English public opinion in reference to Canada, yet it would neither best the dignity or self-respect, nor be for the real interest of the Province, to suffer such charges, or the fear of their being continued and being believed, to operate as an inducement for giving those on whose behalf they are made, more than, in our judgment, they are justly entitled to for the postal services we receive from the railway. It will be remembered that similar tactics were lately adopted by the English creditors of the City of Hamilton, in order to induce the Provincial Government to pay the municipal debentures they had purchased, though the Government had nothing whatever to do with them. These are but examples. To be moved by such clamors in one instance, would but encourage a repetition of them in others.

Before passing to the Company's next argument, it may be worth while observing, that while charges, which prove to be grossly unfounded, are made against the honor of the Province, the Company's agents appear to intimate, by way of contrast to the conduct of the Province, that their constituents had sacrificed their own interests in order to maintain their honor; that the completion of the railway by the Company was because "they felt in honor bound to complete it at any cost to themselves;" and that, with this lofty view, they made personal "sacrifices unparalleled." In October, 1861, the Company's then commissioner told the Provincial Secretary of their purpose, that "no effort shall be wanting to keep the Grand Trunk Railway open for the benefit of the Province;" that the Grand Trunk proprietors had already "been plunged into loss and ruin almost entirely through their determination, in the midst of a most critical period and at the greatest sacrifices of every kind, honorably to carry out in letter and spirit the whole of their engagements with the Province of Canada;" and that they were suffering for the services which they had rendered.\* On the 21st of July, 1862, the same gentleman intimated that it was "to prevent the great injury which would otherwise result to the trade of the Province," that they had done "everything in their power to avoid the stoppage of the working of the line."† Observations like these must have been made to shew the zeal of those who made them, and not under the idea of convincing any body, any where, that in all they did, the proprietors were not pursuing what they thought at the time to be their own interest, whether it happened to be also beneficial to the Province or not.

III. The next argument for the Company's claim refers to the advantages which Canada derives from this and other railways, and to the losses of the shareholders. This would be a very indefinite element to introduce into the calculation of what a country should pay for postal services rendered by railways, and the undersigned does not find that it has been taken into account for this purpose any where. The Province certainly does derive important advantages from its railways, though it must be added that these advantages are greatly exaggerated in the general expressions which the Company's agents employ in reference to the Grand Trunk Railway as a whole,‡ as well as in the statements they make in reference to particular portions of the road. § There appears to be no good reasons whatever for supposing that the advantages are greater than other countries derive from their railways. In England, for example, it has been officially observed that the railways there afford facilities to commerce and to the business of life which can hardly be exaggerated.¶ It is to be remembered too, that if the Grand Trunk Company has been of service to the country, as no doubt it has, so has every other railway in the Province; and so too has every English or Canadian company that has established a bank or other trade in the country; so indeed has every emigrant that has settled here, and so has every honest worker with brain or hand amongst our population. Some of these has been gainers and some losers. Further, if railways have been of service, so has every macadamized road that our joint stock companies have made; every bridge that has been built, and every ship; every manufactory or mill that has been established; every house that has been erected; every barn that has been put up; and every acre of land, that has been cleared in the country. Some of these works have yielded a profit to those who executed them, and some have not. When loss occurs from any of them it is deeply

\* Blue Book, p. 10.

† Blue Book, p. 27.

‡ Blue Book, p. 79.

§ Mr. Brydges' paper of 13th July, 1863.

¶ English Post Office Report for 1866, p. 14.

to be regretted, but there is certainly no moral or equitable obligation on the part of the Government or the Province to indemnify the losers. Railways only differ from other works in that railways may be larger undertakings. Their profitableness or their unprofitableness is the risk which those who embark in them expect to encounter, and for the chance of profit they accept the chance of loss.

IV. The Company's next argument relates to the increase of correspondence and of Post Offices and Post Office revenue, during the last ten or twelve years. The argument of the Company ascribes the whole of this increase to the facilities afforded by the railways,\* while the truth is, that the increase arises from many causes combined, of which this is but one. It will be remembered that it was not until 1851 that the control of the postal affairs of this country was transferred to the Canadian Legislature. For several years previous to the transfer, the Imperial Government, in contemplation of its being made, declined establishing the additional mail routes and post offices that were called for, or making the changes in postal arrangements which the circumstances of the country seemed to require, the British authorities preferring to leave these to be dealt with by the Canadian Government when the Post Office should pass into our own hands. This course led to an accumulation of demands for new post offices and postal facilities in the early years of the Canadian management. Until this time, too, Canadian postage rates had been on a scale varying from 4½d. to 2s. 3d. and upwards, the average being 9d. In 1851, the present uniform rate of five cents was adopted for all distances. A reduction in the postage rates between Canada and the United States also took place in 1851. It was to these causes that a large part of that increase in the number of post offices and of letters, to which the Company's agents refer, was owing. The increase in the number of letters in 1852, as compared with 1851, was 75 per cent., though in 1852 the Grand Trunk Railway had not commenced. The annual rate of increase for the next five years was from one-fifth only to one-third of the rate of increase of 1852 over 1851, though the same causes continued to operate to some extent in producing a greater rate of annual increase than would otherwise have taken place. It was during these years, also, that the construction of the Grand Trunk and other railways was going on, and that that spirit of speculation prevailed which was followed by such disastrous consequences throughout the Province. In 1858, the rate of increase in the number of letters, as compared with the year before, was but 6 per cent. In 1859, there was no increase, but a diminution of 5½ per cent. In 1860, the rate of increase was 6 per cent. over 1859. In 1861, the rate of increase over 1860 was 4½ per cent., and in 1862, over 1861, 8½ per cent. The rate of increase in 1863 over 1862, will probably be about 8 per cent. In connection with these figures, should be borne in mind the effect produced by the adoption of a uniform and reduced postage in England and elsewhere, and the fact that our population increased in a greater ratio every ten years before 1850, when most of our railways were unbuilt, than it did from 1850 to 1860, though it was during this period that the Grand Trunk Railway and most of our other railways were constructed.†

The Grand Trunk agents also keep out of view, that every increase in the number of post offices, of mail travel, and of postage revenue, has involved a corresponding increase of expenditure by the Department over and above its payments to the railways; that but for this increased expenditure, the other increase would not have taken place; that our total postal expenditure now, even at the present railway rates, exceeds our total postal revenue; and that every increase of the business of the Post Office leads to an increase of other business to the railways. "Facilities in postal intercourse must tend greatly to increase travelling." ‡ "All increase and acceleration of mails promote the transfer of passengers and property for which these roads were constructed, and of which the transportation of the mails is but an incident." §

In the same way, it is not to be forgotten, that of every increase in the population and business of the country, the railway has also the advantage as surely and as largely as any interest in the country has; that the railway thus fully participates in the benefits which arise from the prosperity which it is one of the many instruments for promoting; that for the sake of the postal and other advantages which the railway supplies, the Province has

\* Blue Book, p. 35. † See Census Returns. ‡ Duke of Argyle's Report for 1857, p. 12.

§ United States Post Office Report for 1862. ¶ *Vide* also British Post Office Report, 1855, p. 141.

paid upwards of three millions sterling already, and is yearly taxed for nearly a million dollars to pay the interest on this sum, or, say upwards of \$1000 per mile of railway per annum, besides paying what was thought, after examination and inquiry, to be a fair compensation for the postal service which the Company renders, estimated in reference to the rates charged by the railway to the general public for other services.

V. If this method of estimating what we should pay for railway mail service is correct, any lengthened investigation is unnecessary of what is said by the Company's advocates as to the effect of the climate on our railways, or as to the extent of their other traffic, except so far as these things affect also the charges to the general public. Notwithstanding the effect, whatever it is, of the climate on our railways, and notwithstanding any contrast there may be between the extent of the traffic on them, as compared with that on some of the English railways, Mr. Brydges says, in his paper of the 21st July, 1863, that the charges for passengers and freight are rather higher in England than in Canada. If such circumstances do not enhance the charges for freight and passengers in Canada, why should they for mails? The railway authorities themselves admit in England that there is no reason.\* It is further to be observed, that if the Post Office is to pay an enhanced rate, because the revenue from passengers and freight is less on this railway than on some of the railways of Great Britain or the United States, the principle would seem to involve the absurdity of holding that the Post Office is, in effect, responsible for the profitable working of all the railway lines in the Province over which mails are sent. How can we stop short of that point? If we are to pay more, how much more? Must not the increase go on until by it the aggregate revenue of our railways is rendered equal to the aggregate revenue of those railways elsewhere with which the comparison in regard to climate and earnings is made? What, otherwise, is to be the measure of increase due to the considerations relied on? None is suggested in the Company's papers, and the undersigned has been unable to perceive any other measure. This view appears to accord with that of all parties in England (3090, 3093).

The Company's advocates appear to suggest that the only ground on which the English rates may be inapplicable to the Canadian railways is that the passenger traffic on the English lines is greater, and ought therefore to reduce the amount paid for the carriage of mails by passenger trains. They point out that the Irish rates are higher than the English for similar mail service, adding, "The reason, it may fairly be presumed, being on account of the comparatively small amount of passenger traffic by the trains carrying the mails in Ireland."† But this explanation appears to be quite fanciful. As to the fact of larger rates being paid in Ireland than in England, there is no doubt; and it appears further that the Irish mails are at the same time much smaller than the English mails for which lower rates are paid. But the reason for this is another matter; and the undersigned has not discovered any ground whatever for the ingenious suggestion of the Company's agents.‡ But he has found very much to the contrary. In fact, the British post office authorities have declared themselves utterly unable to explain the reason that more is exacted by the railways in Ireland than by the railways in England; and no other witness before the Parliamentary committees, so far as the undersigned perceives, ventured to offer any explanation except the mere will and power of arbitrators, who, to whatever class they happen to belong, seem in every country and at all times, to lean against the Government on every arbitration, whatever the subject of it is, between the Government and others. The following is the evidence which Sir Rowland Hill, Secretary to the British Post Office, gave before the Committee of 1855, on this point:—

Question 84. "Have you not recently complained of a want of liberality on the part of many of the Irish railway companies in meeting the wants of the public for postal arrangements?"

Answer. "We have; I think that the account which I put in will shew that the

\* See Evidence before Committee of British House of Commons, in 1854, on the subject of the conveyance of the mails by railroad, p. 16; and the Evidence in answer to Questions 4124 and 4127, before the Committee of 1855 on Postal arrangements in Ireland.

† Blue Book, p. 53.

‡ See Report of Committee of House of Commons in 1854, on the conveyance of the mails by railroad, p. 16; and the Evidence in answer to Questions 4124, 4127, &c., before the Committee of 1855.

treatment which the Department receives from the Irish railway companies is not, generally speaking, so liberal as from the English and Scotch railway companies. It will be seen that we are paying an average mileage, in the case of Ireland, nearly twice as great as in the case of either England or Scotland." The difference is not now (1863) so great as when this evidence was given.

*Question 85.* "Are you aware of some instances in which the hours of ordinary railway trains would have suited the Post Office to convey bags, in which the railways have refused to take the bags at what was considered a fair compensation?"

*Answer.* "Many instances have occurred in which companies have refused rates of charge which are accepted by English railways."

*Question 86.* "I believe in one or two cases, if not more, they have actually taken the mails for nothing, sooner than establish a precedent for a lower scale of payment. Have they not?"

*Answer.* "One or two instances have occurred in which, for a time, the mails were carried for nothing. What was the motive of the company in making that arrangement I cannot say; of course we do not complain when we get our mails carried for nothing."

*Question 87.* "Have you any reason for supposing that the high demand made for postal accommodation by railway companies in Ireland, is owing to the more crowded state of the Irish lines than the English?"

*Answer.* "No; certainly not."

*Question 88.* "Is not the system of arbitration which is provided, the same in Ireland as England?"

*Answer.* "Yes; the Act which relates to arbitration applies to every part of the kingdom. The whole is under the Act of Parliament."

*Question 89.* "Has the system of arbitration been applied as commonly in Ireland as in England?"

*Answer.* "I think it has."

*Question 90.* "So that the fact of the charge in Ireland being higher than in England is the result of the proceedings of the arbitrators?"

*Answer.* "To a certain extent it is, but generally speaking we are enabled to make arrangements with the English or Scotch companies for using the ordinary trains at low rates, and that without resorting to arbitration; we are not equally successful in Ireland."

*Question 91.* "But have you not, in one particular part of this district, been successful, without going to arbitration at all, in making arrangements for conveying the day mail?"

*Answer.* "The Waterford and Kilkenny Company, I believe, is the one referred to."

*Question 92.* "When was that?"

*Answer.* "We made an arrangement with that Company without resorting to arbitration, but the rate of charge is comparatively high. We pay the Company 6d. a mile for a service which would be obtained in England generally for about 3d."

*Question 101.* "How do you account for the arbitrators in Ireland adjudicating for an amount so largely over and above the adjudications in England?"

*Answer.* "I cannot say; I should have great difficulty in answering that question."

*Question 155.* "The rate of payment is settled by the expenditure, less the receipts?"

*Answer.* "That is entirely in the breast of the umpire; we have no means of ascertaining how he arrives at his conclusion."

The evidence of Edward Page, Esq., the Inspector General of Mails, was to the same effect, as will appear from the following questions and answers:—

*Question 3,664.* "Are you aware of the rates of payment made to railway companies in England and Ireland for postal services?"

*Answer.* "I am."

*Question 3,665.* "What is the result of the comparison between the rates paid in England and those in Ireland?"

*Answer.* "There can be no doubt that Mr. Hill has correctly stated that the rates paid in Ireland to the railway companies have been much higher than those paid in England and Scotland per mile."

*Question 3,672.* "With regard to the conveyance of mails by the ordinary passenger

trains, what is the result of the comparison between the amount paid for the service in the two countries?"

*Answer.* "Generally speaking, we have failed to obtain such cheap terms from railway companies in Ireland for the use of ordinary passenger trains, as we have in England or Scotland."

*Question 3,684.* "Is the amount in every case in England less in proportion to the service done than in Ireland?"

*Answer.* "I have not made any comparison I have only shewn that the principle of making fixed payments to companies is adopted extensively in England."

*Question 3,685.* "You have not made any comparison between them?"

*Answer.* "No, you cannot make a comparison between them."

*Question 3,696.* "Are you sufficiently acquainted with the postal communication in the Irish Post Office to say whether there is such a thing in the country parts of Ireland as what is considered a heavy day mail?"

*Answer.* "I have no means of forming an opinion upon that point. Mr. Trollope would best state that. Mr. Hill made the statement, and I believe it to be correct, that the whole correspondence of Ireland is barely equal to that of the London District Post."

*Question 3,697.* "What is the result of the comparison of the correspondence carried by the day mail train between London and Dorchester, and that between Dublin and Cork?"

*Answer.* "I have no accounts, but my impression is, that that conveyed between London and Dorchester is infinitely greater than that between Dublin and Cork."

*Question 3,698.* "By the day mail?"

*Answer.* "By both day and night mails."

The rates paid on the various lines in England and Scotland, as well as those in Ireland and in the United States, no doubt greatly vary; but whatever the causes of these variations may be, there seems no foundation of any kind for the supposition, that as a rule more is given in any of these countries for carrying the mails by ordinary trains on the railways with less, than on the railways with greater, passenger earnings; so far indeed is this from being the case, that the doctrine is expressly repudiated in England by the railway companies themselves. Thus Captain Huish, who was general manager of the London and North-Western Railway Company, and had been much employed by other railway companies in arbitrating with the Post Office, makes the following statement in his evidence before the British House of Commons' Committee in 1854, in answer to Q. 3,063. "The Post Office pays a varying price according to the weight and according to the duties performed, without reference at all whether there are many or few passengers in the trains."

And again, in answer to another question. Q. 3,090:—"I may mention to the committee, that that train on the York, Newcastle and Berwick Railway earns less than the average of the trains. If I had thought it desirable, and it had been competent for me to urge that as an argument, it would have strengthened my case; I omitted the facts altogether, because I do not think they were even fairly to be brought forward."

The good sense of this is obvious enough when the ordinary trains of the company are made use of as in Canada, but Captain Huish applies the principle not to ordinary trains only, but even to special trains hired by the British Post Office Department, to run at specified hours and at a specified speed.

*Question 3,092.* "The point is, whether a new train, of which the Post Office has given the railway company notice, is likely to be a good passenger train or not; and whether or not that consideration is not a fair consideration for the railway in fixing the remuneration to be paid by the Post Office?"

*Answer.* "No; I should be sorry to import that now into the question. It would land us in the other absurdity which I have stated, namely, if it was a very good train indeed, the Post Office would want to be paid for the honor of sending the mails by it."

*Question 3,093.* "Would it not equally land you in the other absurdity and the other extreme, that the Post Office should pay for the whole train if it did not pay?"

*Answer.* "No; I do not think so; the arbitrator, whoever he might be for the time being, would take the best ground which he could, of course, to make up his award."

In the discussions which have taken place in England and the United States between the Post Office Department and the railways, it has at various times been urged on the one side that railways should not look for any direct profit from the mail service; that mail facilities increase

railway traffic of every kind; that it is therefore the interest of railways to afford such facilities; and that they should be content to take such rates as would simply indemnify the proprietors against any loss in carrying the mails. The utmost that the railway companies have professed to claim in resisting this view is, that they should receive for the mail service what would be a fair charge to individuals for like services, taking into account the continuity of that performed for the Post Office. The British Post Office now acquiesces in this view. In the United States also, the railway companies profess to claim no more, and the Government claims to pay no less, than this rule would give.

The undersigned has already spoken of two classes of postal service, namely that by the ordinary passenger trains of the Company, and that by special trains; in other words, the service performed by the trains which a company runs for the purposes of its general traffic—the Post Office Department not interfering with their speed or hours of running—and the service performed by trains specially hired by the Post office, or of which the Post office appoints and regulates the speed and hours of running. The application of the rule referred to is attended with no great difficulty in the first of these two classes, but is said to be attended with very great difficulty in the second; the principles which in this class of cases should regulate the charges to the general public for a like amount of service under like circumstances being still to a large extent matter of dispute. Thus, in the report of the House of Commons' Committee of 1854 (page 14), it is stated "that there is no great difficulty in fixing the price to be paid by the Post Office for any amount of service, when the mails are carried by one of the ordinary passenger trains, but great difference of opinion appears to have arisen on the question of tolls and compensation for interference." When there is no such interference the case is entirely different, and some of the reasons for this difference are thus stated by the Committee (page 15): "The circumstances of each case of interference with the railway traffic of companies vary so extremely that it is impossible for Your Committee to lay down any rule which would not be subject to almost numberless exceptions. The alteration in the time of a train: an hour of starting not suitable to the travelling public; the necessity of an increased number of servants; and various other circumstances which affect the interests of a Company, have to be considered,—the *probable results of which can often be only guessed at, even by a person of the greatest experience in such matters, and are quite beyond the judgment of any one looking into the matter for the first time.*" The report will be found to be entirely in accordance with the whole of the evidence given before the Committee.

The effect of interference may perhaps be illustrated by the case of the Dublin and Galway Railway. The rate paid for carrying the mails on that line (126 miles long) is stated by the Grand Trunk agents to be 3s. sterling a mile run\* which is equal to \$455 per mile of railway per annum; but this payment is for the night mail, which leaves at hours and stops at stations specially fixed by the Post Office, half a carriage being given for the mails. But mails are also sent by this Company's ordinary day trains, and for this service the amount paid is only £600 stg., equal to \$23.17 per mile of railway per annum; not much more than 1-20th or 5 per cent. of the amount paid on the other train. Again, the average rate paid to the railways for the last year for which the calculation appears to have been made before Sir Rowland Hill gave his evidence in 1854, seems to have been 10d. a mile; but at this very time, in those cases in which the ordinary passenger trains were used for the smaller mails, the rate he said was 1d. or 2d. a mile. 6d. a mile in such a case he told the Committee would be a very extravagant rate.† Sixpence a mile would be about \$38 a year for a single service each way daily.

But in regard to all kinds of railway mail service, the rule is now recognized that the Post Office should pay no more than private individuals pay for similar services. A Committee of the House of Commons, presided over by Mr. Cardwell, in 1853, is stated to have made a report, from which the following is given as an extract:—"Your Committee think it is reasonable that the companies should afford to the Post Office, at the same rate as would be paid by private individuals for similar services, every assistance which might add to the convenience of the public. They think that no railway should have any claim to be considered as fulfilling its obligations to the district in which it is situated, which fails to facilitate in this way the postal communications of that district."

\* Blue Book p. 43.

† Questions 1722 and 1726, p. 198.

A great deal of evidence was taken before the Committee appointed by the House of Commons in 1854, and the extract just quoted was put in evidence before this Committee in the interest of the railway companies, as stating and conclusively settling what they regarded and contended for as the correct principle. Capt Huish was examined at some length in the interest of the railways as to the cost of special trains hired (as he explained) solely with a view to postal convenience, without regard to the convenience of the railway; but it will be found that his evidence on this point applies to the use of the Company's ordinary trains as well as to the hiring of such special trains. In his answer to Q. 3,012 he says: "For a very long time it was difficult to make the arbitrators, on the part of the Government, believe that they had no especial or peculiar advantages over the rest of the world as regards the payment (I put aside altogether the control); and it has now been, I think, decided in favor of the view that has always been taken by the railway companies." Captain Huish then read the passage already given from the Report of the Committee of the previous year, and added, "That, therefore, has dissipated any difference of opinion which might have existed as to the mode of assessing the remuneration. That being the case, the Post Office having to pay for the service in the same way as other individuals, the expense immediately becomes that which the Honorable Chairman, or any other party under similar circumstances, with similar constancy of service, would have a right to demand and pay for."

*Question 3,028.* "Upon what principle have you acted as arbitrator?"

*Answer.* "I have contended that the Post Office, although armed with the power of using the railway at its own times, and under its own regulations, has neither a legal nor equitable claim to exemption from those *fair and reasonable charges which, for a similar service, accompanied by similar constancy, would be made to any member of the public, armed with ordinary powers only, and using the highway, under the powers granted by Parliament, at times suiting the convenience and economy of the Company.* That is the general view I have taken as to the right of the Company in those arbitrations. I may add that I consider the Post Office is legally and equitably bound to pay to the Company the remuneration that would be charged to any other party using its railway plant and organization, having regard, as I have stated, to the similarity of circumstances and constancy of use." In answer to another question (3,063), Capt. Huish said, "If you ask whether, if the Post Office need one of our trains, it is entitled to any privilege or advantage whatever over the rest of the public in regard to the pecuniary compensation for the service, I have no hesitation in saying that neither the Act of Parliament, nor the equity of the question would entitle them to such preference; *they are bound, I think, to pay just the same for the same service, taking the constancy into consideration, that any other party would pay for the same duty.*"

*Question 3,013.* "Then, according to your present statement, you think the railway companies would have a right to demand from the Post Office, calling for special trains, the same price as they would charge to private individuals calling for special trains?"

*Answer.* "Taking into consideration the constancy of the service which they call for, and upon which the Post Office arbitrators very properly lay considerable weight."

*Question 3,014.* "Do not you, upon the London and North-Western line, affix rather a high charge to private individuals for a special train, with the view of discouraging the use of special trains as much as you can?"

*Answer.* "That is quite so. I do not mean to say that the Post Office should pay the same cost as that we should charge any individual coming to ask for a special train, because it is perfectly true that a special train is always attended with a certain amount of inconvenience and risk, and therefore we place a high price upon it, which we think will prevent its being used except on extraordinary occasions."

*Question 3,015.* "Do you think it would be just to charge the Government, for a great public service, that additional charge which you would place upon a special train to a private individual?"

*Answer.* "I am not alluding to that, but to the same charge which we should charge a private individual under similar circumstances. Having reference to the constancy of the service, they would cease to be exceptional trains."

*Question 3,023.* "Do you imagine, under the first Act of Parliament, the term

"reasonable compensation" was to include interest for the whole of the capital laid out, or for the service performed in addition to the service they rendered the public in carrying passengers?"

*Answer.* "I think the Post Office, in using the lines for the public service is just as much bound to bear its small proportion, according to the duty it performs, of the interest of the outlay, by which alone the service is performed, as any other private individual."

*Question 3,024.* "Carrying that principle out to an extreme, would not it involve, in the case of a line of railway which has turned out a complete failure in all respects, if the Post Office used it for the conveyance of the mails, that it would be compelled to pay interest upon the money?"

*Answer.* "Certainly not. I only ask them to pay the same interest upon the money that different parties of the public are paying. If that produces no dividend I cannot help it. I do not ask the Post Office to pay a dividend. If in this country there is a particular work which has cost £10,000 and the Post Office chooses to use it equally with every other party, it is bound, I think, to pay its share of the interest of that £10,000 just in the same way as any other individual who chooses to use it."

*Question 3,025.* "Just in the same way as a carrier bringing his goods upon the line?"

*Answer.* "Yes."

*Question 3,026.* "Not beyond that?"

*Answer.* "Not beyond that. If that does not make a dividend to the proprietors, that has nothing to do with it."

The evidence of all the other witnesses in the railway interest was to the same effect; and this view of the matter seems now to be in substance acquiesced in by the English Post Office. The following extracts are given as bearing on this point:—

Viscount Canning, the Postmaster General, regarded the certainty of the service as one reason why it should be performed at more reasonable rates than casual service required by the public. He said that this principle was admitted by railway companies themselves, instancing the difference in the rates of travel by season tickets and those issued from day to day. In the case of the Brighton railway, for instance, he said that "whereas 3d. was about the price paid per mile for a first class ticket for a single day, a six months' ticket, or a yearly ticket, would enable a passenger to travel every day at a rate of something below a half-penny per mile instead of 3d."

The following extracts are from Sir Rowland Hill's evidence:—

*Question 2,076.* "You do not deny that if the Post Office requires the inside of a second class carriage, you ought to pay for it as such?"

*Answer.* "Certainly not."

*Question 2,077.* "I understand you do not claim for the Post Office that the rule which you have mentioned of carrying the guard and the bags at a second-class fare, shall apply when you require the whole of the inside of a carriage?"

*Answer.* "Certainly not. I think it would be a convenience that the Postmaster should be entitled to require a whole compartment, but then he must pay accordingly, not at the rate to be determined by a calculation of the fares of eight passengers who would be excluded, because, in point of fact, the company would make provision accordingly, and we should not exclude any passengers."

So much for the recognition of the rule referred to, in England. To shew that it is recognized in the United States also by both the Post Office and the railways there, the undersigned contents himself here with submitting the following extract from the report of the Postmaster General of the United States for 1854:—

"In adjusting the rate per mile to be paid these railroads, great difficulties continue to exist; the principle which should regulate their pay seems to be agreed upon; the companies allege that the Government should not ask or expect them to perform for it any service at a less rate than that paid by individuals for similar services. This principle has never been denied or disputed by the Post Office Department.

VI. Though the soundness of this principle is thus both undisputed and indisputable, yet it is usually ignored by the Grand Trunk. Neither in the elaborate paper laid before the arbitrators, nor in the reply to Mr. Moffatt's letter, nor in the answer given to the late Postmaster General's report, was there any calculation founded, or purporting to be founded, on the principle thus acknowledged everywhere to be the correct one. On the contrary,



apart from the general considerations already disposed of, the Company's agents throughout these documents take as a basis for their figures certain mail rates paid to railways elsewhere, claiming, however, large additions to these rates on various grounds. Now, as the rule which has been stated is recognized in theory both in Great Britain and the United States, it might seem at first sight that the rates paid in these countries would be of value to us here, as well-considered precedents of the just application of the rule. But the difficulty in applying them to Canadian railways would in any event be found to be very great, and greater than of making for ourselves, and without reference to the rates paid elsewhere, the calculations which the rule requires. For the rates so paid vary greatly in amount. The rates on the Irish lines varied in 1862 from a farthing to 4s. 1d. sterling per mile run; on the Scottish lines, from a farthing to 4s.; on the English lines, from a farthing to 3s. 2½d.; and on the United States railways, from \$0.99 per mile of railway per annum to \$375. If we take the rates allowed on these railways as precedents that are to regulate what we shall pay in Canada, what sum between the minimum and maximum shall we select? We pay now more than the minimum rate of either country; and we do not pay the maximum of either. Can we make an intelligent, as distinguished from an arbitrary, choice between the various rates of other countries? Everybody who has studied the subject will acknowledge the difficulty, which the late Postmaster General points out,\* of measuring the Grand Trunk rate by the standard of the leading American lines. Everybody will find it difficult, as he declared he found it, to say what parallel lines shall be drawn as between the Grand Trunk and American railways; and may well, after taking all possible pains, admit, as he did, that on this point "the information at his command is too limited in justifying him in considering himself sufficiently acquainted with the ramified sources of knowledge from which a tenable judgment must be derived." If the difficulty of attempting a comparison with American lines would be so great, the difficulty of attempting a comparison with the British lines would manifestly be still greater, the variations in those lines being so much greater, and the nature and all the circumstances of the services so much more different from our own, and so much less known and understood here, than in the case of the American railways.

But the truth is, that though the leading principle on which compensation is to be calculated is agreed upon, yet there has hitherto been no tribunal, or no satisfactory tribunal, in either country for enforcing it. In the United States there may be said to be no tribunal at all for deciding questions between the Post Office and the railways. In the United Kingdom, we have seen that the only tribunal for this purpose is an ordinary arbitration; and all the inaccuracy and uncertainty which so often attach to ordinary arbitrations have been found to attend these. The arbitrator appointed by the railway becomes the advocate or counsel of the railway, and the arbitrator appointed by the Post Office is regarded as the advocate or counsel of the Post Office.† There is no permanent umpire, the railways objecting to a permanent umpire,‡ or to any change whatever in the existing system. A different umpire is chosen by the arbitrators in each case,§ and he is generally entirely unacquainted either with Post Office requirements or with railway matters.|| Persons familiar with either are rejected for fear of their being biased on one side or the other.¶ Each arbitrator, on his appointment, prepares the case of the side he is considered to represent; each case being, as described by Capt. Haish, "a great bundle of facts, and reasonings on these facts, submitted by the two arbitrators on behalf of the Company and the Post Office."\*\* These cases are forwarded to the umpire for his decision upon them,†† and sometimes he decides on the materials they supply without meeting the arbitrators; sometimes he calls the arbitrators to discuss the matter before him, and sometimes he calls witnesses. He has not the advantage of knowing, in any authoritative or reliable way, the reasons which influenced other umpires in their decisions; and he gives no reasons for his own decision.‡‡ Now, to apply to our mail service the rates awarded elsewhere, it is obvious we must learn, in some way or other, on what the rates are based; the considerations taken into account in each case; and the weight ascribed to each of them. But this we cannot ascertain. The task has baffled the skill of the English Post Office authorities and others, who are familiar with all the circumstances of each case, as well as with Post Office requirements

\* In his Report of 29th October, 1862. † Q. 3,056 and 4,404. Evidence, Committee House of Commons, 1854. ‡ Q. 3,085, 3,086, 3,087. § Q. 4,408, 4,410. || Q. 4,366, 4,371. ¶ Q. 4,375. \*\* Q. 3,086, 4,333. †† Q. 3,058, 3,086. ‡‡ See the Evidence before the British House of Commons, 1855, and 1855.

and railway management generally. Major Harness who was frequently engaged as arbitrator for the Post Office, is explicit as to this:—

*Question 3,931.* "What have been the reasons of the decisions given by the umpires as regards the views which they have taken of the two sides?"

*Answer.* "They have rarely or ever given any reasons for their decisions."

*Question 3,932.* "Can you form any idea from the amount awarded?"

*Answer.* "No. Very rarely indeed; not generally."

The undersigned will have occasion to refer to abundance of other authority to the same effect; and it will appear beyond reasonable controversy that for services so like that the differences are inappreciable by those who have the greatest experience and familiarity with such matters, very different sums are awarded; that consequently the amount that may be awarded in new cases, cannot be foreseen with any approach to accuracy; and that the differences in the sums awarded are so great as seriously to interfere with the postal arrangements of the country. If we find that those on the spot have not only declared any general comparison between English and Irish lines to be impossible, but have been unable to apply the awarded rates to other cases occurring in the same country, or even after a short interval on the same railway, of what use can it be for us to attempt their application to the railways of this Province, where the circumstances are so entirely different from those of Great Britain? But the British rates are not only wholly wanting in acknowledged uniformity, but most of them have been affirmed in official reports and oral evidence before parliamentary committees, to be far in excess of a fair remuneration for the services rendered,—a result which quite accords with our own experience of arbitrations in which the Government is concerned.

The whole matter is thus lucidly explained by the British Inspector General of Mails, in his report of the 26th February, 1856:—"Referring to the relations between the Post Office and railway companies, as to the remuneration for mail service, I should observe that under the old mail-coach system, the Post Office was protected from undue demands for the transmission of its mails along the public highways of the Kingdom, by means of competition. The principle of free trade in locomotion operated as a safeguard against extravagant charges. Coach proprietors, who had established themselves on any road, were prevented from taking advantage of their occupation of the line to levy unreasonable charges for either passengers or mails, by a wholesome fear of opposition. The result was that by constantly offering the contracts to public competition, the Post Office insured the performance of its service on terms which afforded only a fair and moderate profit to the contracting parties. The introduction of railways practically destroyed competition and placed large monopolies in the hands of a few private companies; but to compensate for this, Parliament took the precaution of ensuring moderate charges for passenger conveyance, by a special provision in each railway Act. Strange to say, a similar provision as regards the remuneration for the Post Office service was omitted, and it was deemed sufficient to specify that the remuneration should be reasonable—a most indefinite term, and one which has given rise to an infinite variety of opinion. It is true that, failing an amicable settlement, provision is made for a reference to arbitration; but in the absence of any general principles to guide the arbitrators or umpire in their judgment of what is or is not reasonable, the question resolves itself into one of individual opinion, and the consequence has been that *the most conflicting decisions have been arrived at in cases which if not identical have been so nearly alike as to render it impossible to reconcile the strange variation in the rates awarded.*"

The railway companies, on the other hand, as might be expected, are satisfied with the arbitrations, and testify to their fairness. Thus, Captain Huish, from whose evidence some extracts have already been quoted, while affirming, in answer to a question, that he had "no doubt, some of the railway companies have thought they have been underpaid by the umpires," adds, "I think, viewing their several circumstances, they have been fairly dealt with, according to the judgment of men who have no interest one way or the other."

*Question 3,050.* "Do you think, from the nature of that evidence, that if the Post Office could calculate with more certainty upon the price to be paid for railway services, a greater use would not be made of the railways than is made at the present moment?"

*Answer.* "I do not think it has anything to do with the calculation of the amount which has to be paid; it does arise from the fact which the Post Office knows, that if it goes to arbitration, the companies will have a fair price awarded, and the price may be high in reference to the number of letters to be conveyed."

But, on the other hand, Lord Canning, then Postmaster General, told the Committee "that the British system of arbitration had not worked satisfactorily either to the Government, the Post Office or the public."

Again, in answering question 4,371, his Lordship observed, "that it was difficult to argue against the justice of the system of arbitration; but in practice," he added, "it has, in my opinion, tended to a great uncertainty in the amounts which the Post Office has to pay for the services performed."

*Question 4,372.* "Is there not a great want of uniformity in the decisions which have been come to?"

*Answer.* "Very great."

*Question 4,382.* "Can we expect uniformity of decision in cases in which the circumstances are perpetually differing?"

*Answer.* "No; but when I spoke of uniformity in the decisions of the umpires, my meaning was this; that in cases where the circumstances were the same, or nearly the same, the decisions were very far from being the same; and that in cases where the circumstances varied, the variation of the decision was out of all proportion, in my judgment, to the circumstances."

*Question 4,367.* "Do you not think, that practically, in the management of the Post Office, it would give immense facilities to whoever might be at the head of that establishment, if he were enabled to regard any proposed alteration as a matter of certainty with reference to the principle upon which he could calculate the cost of any alteration that he proposed to make, instead of leaving the whole thing open to uncertainty in an arbitration?"

*Answer.* "I think that would be a very great advantage."

*Question 4,368.* "Does not the uncertainty which at present exists, practically deter the consideration of a great many schemes which might otherwise be entertained?"

*Answer.* "It does."

*Question 4,369.* "If there were some general rule laid down upon which the Postmaster General could calculate at once, it would enormously facilitate, would it not, the progress of improvement in regard to the general arrangement of the postal communication of the country?"

*Answer.* "Very much."

*Question 4,370.* "I do not think we have heard, in the evidence, of any case in which the public service has been either prevented or retarded in consequence of the arbitration principle existing?"

*Answer.* "I think that such cases have occurred; cases, I mean, in which the Postmaster General would have been ready to entertain schemes of acceleration or improvement if he could have foreseen beforehand what the cost would be in the payment of the railways, or if he could foresee it even to such an extent as to feel secure that the revenue would be guarded against some claim which, measured against the convenience conferred, would be unreasonably large."

Again, *Question 4,363.* "Do you find any inconvenience, arising from the present Act of Parliament, in the mode in which these arbitrations are carried on?"

*Answer.* "I think that the system of arbitration has not worked satisfactorily either to the Government, the Post Office or the public."

*Question 4,364.* "In what way do you think it has not worked satisfactorily?"

*Answer.* "Mainly from the uncertainty which it throws over every suggested improvement in which railways are concerned. I also think that some of the arbitrations have been very costly."

The testimony of Sir Rowland Hill was to the same effect. He felt the objection so strongly as to suggest to the committee the advisability of fixing the rates of payment by statute. The following are extracts from his evidence:—

*Question 1,942.* "What are the difficulties which the Postmaster General has had to contend with in meeting the wishes of the public in that respect?"

*Answer.* "The difficulties have consisted, first, in the limitation which the Legislature has interposed as to the speed we can require; and next, they have been such as have arisen out of the mode prescribed by the legislature for remunerating the companies for the conveyance of the mails. The Hon. Chairman is aware that, in the majority of cases, the sum to be paid is determined by arbitration. The uncertainty of the award, and the delay which frequently arises in obtaining it, constitute considerable difficulties in the way of our affording to the public all the convenience which the Postmaster General desires to give."

*Question 1,779.* "Do you remember the answer of one of the witnesses who seemed to think that a reference to arbitration was quite sufficient security for the Post Office, and that there was nothing more to be said on the subject, and do you agree with his opinion?"

*Answer.* "No, I do not. There is a great uncertainty in the amount awarded. That is shewn by the award lately laid before the committee. The payment under the previous award for the up day mail, for instance, over the York, Newcastle, and Berwick line, was 1s. 3d. a mile; there was no alteration whatever in the service, it continues precisely the same, but another umpire awards 3s. a mile. The Postmaster General would not be justified in granting all the mails that the public desire, and all that it is important that the public should have, if he is to be exposed to such very heavy payments. It is for that reason, among others, that we always desire, if possible, to make arrangements with the companies previously."

Then, again, in answering *Question 1,781*, Sir Rowland Hill said, "The Post Office would be very glad to be put on an equality with the public in that respect. [The charges for carrying a bale of goods.] If this committee should see fit to recommend that the Post Office should pay no more than the public pays for the conveyance for goods and parcels, our expenses would be very materially reduced."

*Question 1,782.* "As a general rule, do you think that would be the case?"

*Answer.* "Certainly. Taking into account that the service is a daily one, I am not sure that if we paid the same sum that the public pays for sending a single parcel, that we should not, in some instances pay more than we do now; but if the Post Office paid no more than the public is accustomed to pay for a service recurring regularly every day, then we should pay very much less. I may mention, as an illustration, that one of the cheapest mails we have is one that was arranged with the Great Northern Company, under which arrangement we actually paid for our bags at the ordinary parcel rates, the full rates any one would pay for sending a single parcel, and though we save the Company the whole cost of the delivery of those bags, and pay the full rate upon each, it is a very economical mail. I know that persons sending newspaper parcels daily, pay, upon some lines—upon the London and North-Western, for instance—one-half of the usual parcel rates, and we should be very glad to be put upon a similar footing. Of course, I speak of the ordinary trains. Where we prescribe the hour of the train, it is quite right that we should pay for the restriction."

*Question 1,960.* "Is the system which is at present carried on, of awards by umpires, in your opinion, subject to much fluctuation—do you find great variety in the awards?"

*Answer.* "Very great fluctuations?"

Sir Rowland Hill then illustrated this by reference to two cases—the one relating to the York, Newcastle and Berwick Company, in which, by the last award, the payment for a mail service, which had undergone no alteration, was advanced from 1s. 3d. to 3s.; and as to the other, Sir Rowland Hill proceeded:—"There was a case in which, for service on the South Devon Railway, we had two awards following one another very quickly. The award in one case, I think, was 2s. a mile, and in the other 3s. 6d., by different arbitrators, for the same service."

In answer to another question (1,964), the same gentleman said: "We of course have, generally speaking, no means of ascertaining what the circumstances are which influence the mind of the umpire, but there is a variety in the amounts awarded by various umpires which certainly cannot be accounted for by any variety in the services performed." And again, Sir Rowland stated, in answer to *Question 2,022*, "We have seen that, without any change in the facts of the case, one umpire gives one award and another a very different award."

*Question 2,023.* "Upon the same state of facts?"

*Answer.* "Upon the same state of facts."

*Question 2,024.* "Without any fresh evidence?"

*Answer.* "I cannot tell about fresh evidence, but without any change in the circumstances under which the service is performed."

In Lord Canning's Report, as Postmaster General, for the same year (1854), he has the following remarks on this subject:—As regards the relations established by law between railway companies and the Post Office, the regularity of the mails and the extension of postal accommodation are greatly impeded by the want of better arrangements for enabling the Post Office to obtain the service of railways on equitable terms, and for enforcing punctuality in the arrival of the mail trains; and I earnestly hope that the Commissioners, lately appointed by your Lordship, in compliance with the recommendation of the Parliamentary Committee of last session on Railways, will supply this want. I believe that such an arrangement would be advantageous not only to this Department, and thereby to the public at large, but also to railway companies, inasmuch as cases arise in which I am deterred from sending additional mails by railway (even when this can be done with little or no extra expense to the company), by the unduly-large demands which are often made, in the first instance, and by the disproportionate and unequal awards which experience has shewn to be probable if the question be referred to arbitration."

The following are extracts from Sir Rowland Hill's evidence before the Committee of 1855:—

*Question 171.* "Are the Committee to understand that you find from experience that the arbitrators who have been engaged upon different occasions have awarded very different rates?"

*Answer.* "Very different, indeed."

*Question 172.* "They do not appear to be guided by any general rule?"

*Answer.* "We have no means of judging by what circumstances they are guided."

*Question 173.* "They are guided, I suppose, by the evidence brought before them?"

*Answer.* "I have no doubt that the umpires act conscientiously in the matter. I should be very sorry to be understood as throwing the slightest doubt upon their perfect conscientiousness. But the result is, as we find by practice, that one gentleman, under certain circumstances, will award a certain rate of payment, and another, under precisely similar circumstances, a very different rate of payment." Sir Rowland Hill had referred to his evidence before the former Committee, but was further examined on the same points.

*Question 170.* "If you will be good enough to give your own ideas upon the matter, then we can refer to the particular evidence to which you point our attention?"

*Answer.* "I think it is very desirable that the Legislature should, in all cases where it can, lay down mileage rates. I think that in respect of all trains which the companies run for their own purposes there would be no injustice in the Legislature saying that the Postmaster General shall have the right to use those trains for the conveyance of the mails at fixed mileage rates, in proportion to the weight of the mails carried; that would be of very great assistance to us. At present we are obliged to bargain, as well as we can in such cases, and it very frequently happens that the Postmaster General is debarred from affording important convenience to the public, because a company refuses to accept a rate of payment which would be highly remunerative, but which they probably think is less than they can get by holding out. Such an arrangement as that now suggested would get rid of great part of our difficulty; but the difficulty would still remain in respect of those more important mails, regarding which the Postmaster General determines the hours at which the trains shall start, the speed at which they shall run, the places at which they shall stop, and so on."

In the annual report for 1857, by His Grace the Duke of Argyll, then Postmaster General, we have like testimony as to the effect of the uncertainty and fluctuations of the railway rates.

Page 12. "The defective state of the law regulating the relations between the Post Office and the railway companies has been viewed as a serious obstacle to postal improvement by my predecessors for many years past. In this view I entirely concur; indeed my experience has satisfied me that, as the law now stands, it is impossible either to secure regularity in the conveyance of mails, or to have that full use of the railways for postal purposes which the public demands, which the Department is anxious to afford, and which would be beneficial even to the companies themselves."

The agents of the Grand Trunk say that in the United Kingdom it is by arbitration "that in the majority of instances the rate of payment has been settled," and neither the arbitration system nor the allowance of excessive rates by arbitrators has been confined to those cases in which special trains are run for the Post Office, but the same system is pursued and with the same results in those cases also in which, as in Canada, the Post Office uses the ordinary trains established by the railway companies for their general purposes, though the calculation in such cases is so much less difficult than in the other, and though a difference of opinion is consequently so much less to be expected. Both classes of rates are thus equally unreliable as precedents. On this point reference may be made to the report by His Grace the Duke of Argyll as Postmaster General, dated the 30th January, 1856. Against the great advantages of the carriage of the mails by railway, he observes: "There is an important set-off in increased expense; for strange as it may seem, that change which to the public at large has so much reduced the charge for the conveyance whether of persons or of goods, has had precisely the reverse effect as respects the conveyance of mails. No doubt this result is attributable partly to the necessity for running certain mail trains at hours unsuitable for passenger traffic; but even when the Post Office uses the ordinary trains established by the companies for their own purposes, the rate of charge, especially considering the regularity and extent of custom, is *almost always higher* than that made to the public for like services."

Appended to this report of the Postmaster General is a report by the Inspector General of Mails, which His Grace designated "an able report." In this document a list is given of rates paid on a number of railways, there selected, varying from 4s. 6d. in Ireland, to 2s., of which the Inspector General gives examples in both countries; and he observes with reference to them:—"It should be remembered that the rates of payment quoted above applied in some few of the cases to trains which were running as passenger trains before the Post Office employed them for the mails; the times of departure and arrival, places of stopping, &c., being adopted by the Post Office almost exactly as the Company had arranged them for their own convenience. In these instances the extravagance of the charge for the mails becomes of course the more remarkable. Before dismissing this branch of the subject, I must refer to a description of postal service by railway which now becomes very extensive throughout the kingdom; I allude to the cases in which the Post Office sends a certain weight of mail in charge of the company's guards by an ordinary train, over the working of which no control is claimed by the Department. For a service of this nature the payment awarded under arbitration has, in a recent case, amounted to the exorbitant sum of 7d. per single mile; the weight of the mail averaging for the whole line not more than one cwt., or about half that of a second class passenger and his luggage. For this trifling weight of mail the Post Office was thus made to bear very nearly half the whole cost of running the train, while it has been ascertained that the average charge made by various railway companies for ordinary parcels, carried beyond short distances, very little exceeds one halfpenny per cwt. per mile, the average charge for ordinary goods being of course even less. I may add, that although in a few cases railway companies have been induced to accept moderate sums either for the use of one or two passenger trains, or for the general use of all their trains, it constantly happens that the Department is prevented from increasing postal facilities by the refusal of companies to accept rates equal to, and often exceeding, the charges made to the public for the occasional transmission of a corresponding weight of such ordinary light goods as are frequently sent by passenger trains."

The undersigned would respectfully observe, in passing, that some of the objections, which experience has thus shewn to belong to the English arbitration system, would apply with greater force in this country than in England, should that system ever be transplanted to this country; for in England such arbitrations have been somewhat numerous, and the Post Office Department has the opportunity of selecting as arbitrator a scientific man, entirely unconnected with the railway companies, and who, by being always chosen, is familiar with the whole subject, and with everything that has occurred between the railway companies and the Post Office. Complaint is made on behalf of the railway companies of this practice of always appointing the same arbitrator, as giving to the Post Office a great advantage over the railway companies. "They appoint," as Mr. C. A. Saunders, Manager of the Great Western Railway, said (*Question 3,299*), "one person only to arbitrate for them in all cases, and he therefore very cleverly uses the arguments and the reasoning

which by his experience he finds the most telling and the most effectual; while the unhappy man, appointed as arbitrator for the company, is under the great disadvantage that he has to draw on his information and ingenuity for any arguments in his own isolated case."

*Question 3,300.* "Do you feel unequal to cope with Captain Williams?"\*

*Answer.* "I certainly do. I think he has very much the advantage of me."

If with this advantage the Post Office Department in England finds the British arbitration system uncertain and unsatisfactory, what would be our case in Canada? When it was proposed to arbitrate with this Company, the best appointment which the Canadian Government found themselves in a position to make, was that of a Montreal merchant of most respectable character, but of advanced years, and who had had little if anything to do with railways, and nothing with matters affecting the postal service. The Company's arbitrator was the president of the Michigan Central Railway Company; and the two appear to have contemplated making an award (if they could agree) without reference to Mr. Draper, the third arbitrator. Nor could we expect to have more unbiassed umpires here than in England, for the umpires there have always been noblemen and gentlemen of "high honor," of "great integrity," of "high standing," and of "high moral character."†

It may be observed here that the three Irish lines named by the Grand Trunk Company for comparison with their line, appear to have been selected arbitrarily. At least no reason for the selection is given. They are the Drogheda and Dundalk, on which the rate is said to be 4s. a mile; the Dublin and Drogheda, on which the rate is said to be 2s. 10½d. a mile; the Dundalk and Enniskillen, 3s. 2d. a mile; the Dublin and Cork, 2s. 9d. a mile; and the Dublin and Galway, 3s. a mile. The undersigned is not aware at what date these rates were paid. They are not the rates paid now. On the Dundalk and Enniskillen, for instance, the present rate is £500 a year only—which is equivalent to about 3½d. per mile run, instead of 3s. 2d. But while the high rates, which may at some period have been paid to these railways for special trains, are cited on behalf of the Company as a guide for the rates the Company should receive for its ordinary trains, no reference is made, on the other hand, to (for example) the Dublin and Belfast Railway, on which the rates paid for a special Post Office transmission, for 86 miles, is 8½d. a mile run, equal to \$107½ a mile per annum, and for the remaining 25 miles 1s. 2d. a mile run, equal to \$177 a mile per annum. The hours by this railway are, like the others, fixed by the Post Office. The charge of 3s. a mile by the Dublin and Galway line is for a night train run at hours and calling at stations ordered by the Post Office; and half a carriage is appropriated to the mails. Mails are also sent by the ordinary day trains on the same railway; and for this service the sum paid is only £600 stg. per annum, or \$23.17c. per mile of railway per annum. On the Belfast and Derry Railway (94 miles), the sum paid is £2,234 15s. stg. per annum, for a daily train with a travelling post office and run at hours fixed by the Post Office, and the use of any other train the company may put on for its ordinary traffic. If but the one train is made use of, the payment is at the rate of \$111 per mile of railway per annum. It may also be observed that, in the course of the evidence before the Committee of 1855, a railway is referred to on which the rate was not quite 5d. a mile for the use of one train daily in each direction, the hour of which was fixed by the Post Office (*Question 3,676*).

It thus appears that if, passing by all the evidence there is to the contrary, we were to assume that the rates paid on the British lines are all fair and just and uniform, when considered in reference to the circumstances of each case; and if, acting on this assumption, we should attempt to compare the service rendered for this remuneration with the service rendered the Post Office by the Grand Trunk, when we happen to have to some extent the means of doing so, we would sometimes arrive at a result very different from that contended for on behalf of the Grand Trunk Company.

As a further illustration of this, it may be noted that in the Report of the Postmaster General of Great Britain, for 1861, in order to shew what the duty on the railways is, he observes that it may not be "uninteresting to mention that the night mail train from London to the North starts with a force of twelve clerks, occupying three carriages fitted up for sorting, in addition to three tenders packed with bags not to be opened on the way." The same Report states that in that year the highest price paid in England for railway mail

\* The Post Office Arbitrator.

† See the evidence before Committee of House of Commons, 1854.

service, by special train, was 3s. 6d. stg. per train mile, which is equal to about \$531 per mile of railway per annum. In the following year, 1862, it was less, viz.: 3s. 2½d. per mile. Now the Canadian Post Office has about one-third of one car,\* and the Grand Trunk argues that for this we should pay more than the Imperial Government, with its enormous revenue, pays for eighteen times the accommodation on a special train, hired by the Post Office and run at high speed and at hours fixed by the Post Office with a single view to its own convenience. But in proportion to the accommodation (not to speak of speed), the Province now pays for the use of the Company's ordinary trains more than England pays for the use of this special train.

Indeed, the English and Irish rates quoted by the Company for comparison are, throughout, those paid for special trains, and not for carrying the mails on ordinary trains; and the difference between the two services—that by special and that by ordinary trains—is so distinctly acknowledged, and is so great and manifest, that for this reason alone, no argument whatever, of any value, can be drawn from the rates referred to. In England, the requirements of the service demand that on most of the important lines the Post Office should run trains at hours and at a speed regulated by itself, and such demands cannot be made on the railway company without deranging its traffic and increasing the liability of the Post office. In Canada we cannot afford to do this, and have not done it. Interference would, no doubt, be a less serious matter here than it sometimes is in England; as, for example, on the London and North-Western Railway, which company, in 1854, had no fewer than 705 trains running in a day over the line in all its branches.† But, except in the case of special trains occasionally employed here to facilitate the ocean mail service (for which, as already stated, the Department has always hitherto paid the rates which the Company demanded), we have been content to use the ordinary trains of the railway companies, leaving the companies to run their trains as often and at such times and rates of speed as suited their convenience; and the Province will probably maintain this as its general policy for many years to come. Interference, if it occurs at all, will, no doubt, for a long time yet be exceptional, and will be cautiously exercised. Possibly the only exception (if there should be any) to the policy of non-interference may be in the (it is hoped) improbable case of interference happening in any case to become necessary, in order to prevent a railway company from corruptly tampering with its time tables to compel the Post Office to comply with some unjust exaction on the part of the company.

The Grand Trunk Company has, indeed, claimed of late that the compensation to be paid to the Company should be based on the assumption that their ordinary passenger trains were special trains, employed for postal purposes, to which other objects were subordinate. Thus, in the Company's paper of the 21st April, 1862, it is said: that "with the Grand Trunk the mails control the trains, requiring them to run at such times and at such speed as to make the passenger business an absolute loss to the Company." Other allegations to the same effect will be found scattered through the Company's communications. The contrary of what is so stated is, beyond all doubt, the fact. With us it is the trains which control the mails. The Company's time tables are, from time to time, arranged and altered by the Company without reference to the Post Office Department; and the Post office has simply sent mails by such of the trains as best suited its convenience, selected from those specified in the arrangements from time to time announced by the Company to the public as about to run for its traffic purposes. It would often have been convenient for the Department to interfere with and determine the Company's arrangements, with a special view to postal objects, as is done in regard to many of the railways in the United Kingdom. But as Canada cannot yet afford to pay for the convenience of special mail trains for ordinary purposes, the Department has, from the first, deliberately and carefully avoided giving any intimation that any particular description of service was required, or any specific hours of running. This policy has been pursued towards all the railways in the Province, as well as towards the Grand Trunk; and the fact, so far as relates to the Grand Trunk Company, has been distinctly and repeatedly admitted, both by Mr. Watkin, as the Company's superintending commissioner, and by Mr. Brydges, as the managing director, in the correspondence of these gentlemen with this Department. The object of the Company's agents last year appears, indeed, to have been to induce such an interference, but in this they were not successful. Thus, Mr. Watkin, in his letter to

\* *Vide Blue Book*, pp. 48, 56 and 67.

† See Capt. Huish's evidence, p. 8.



the late Postmaster General, under date of 8th September, 1862,\* refers, as a matter of complaint, to the absence "of proper instructions from the Department, as to the nature, extent and detail of the postal service then required, and to the necessity of the transmission, without delay, of the usual formal and complete requisition, detailing the services demanded."

Again, on the 22nd September, 1862, Mr. Brydges speaks of the absence "of any orders from the Governor General in Council to carry on any service whatever;" and "of the postal service being carried on without any requisition from the Department."

In the fall of last year, the Company had made certain changes in its time table, of which the late Postmaster General, in one of his communications to the Company, remarked: that had it "been framed with the special design of causing inconvenience to the business community, it could not have secured that purpose more effectually than it does."

In view of this, on the 28th November, 1862, the following communication was addressed to Mr. Brydges, by direction of the late Postmaster General:—

"POST OFFICE DEPARTMENT,  
"Quebec, 28th Novr., 1862.

"SIR,—The Postmaster General directs me to point out to you how injurious the existing train arrangements of the Grand Trunk Railway, under the time tables dated Monday last, are to correspondence throughout the country. That between Quebec and Toronto it requires seven days to exchange a business letter; that between Montreal and Toronto, four days, and sometimes five days are required for the purpose; and between Quebec and Montreal, four days, and sometimes five. Indeed, as regards Quebec and Montreal correspondence, business letters may be exchanged as quickly by the one-horse sleighs, travelling over the old road, *via* Three Rivers, as by the railway. These facts are causing general complaint throughout the country, and the Postmaster General desires to remonstrate against such arrangement, and to call upon you to apply a remedy.

"I am, &c.,  
(Signed,)"

"W. H. GRIFFIN,  
"Dep. P. M. G."

"C. J. Brydges, Esq."

To this letter the Company replied in terms than which no evidence could more clearly show the absence of all Government interference with the arrangements of the Company in regard to the running of their trains:—

"GRAND TRUNK RAILWAY OF CANADA,  
"MANAGING DIRECTOR'S OFFICE,  
Montreal, Dec. 1st, 1862.

"SIR,—I beg to acknowledge receipt of your letter of the 28th ult., relative to the existing train arrangements on this railway, and to the time table which came into operation on the 24th ultimo. The passenger trains upon this railway, which carry the mails, have been arranged to suit the Company's passenger business; and I need not remind the Postmaster General that at an interview which I had with him lately in Quebec, I informed him that I should proceed to arrange the trains in such a way as was required by the passenger traffic on the railway, to which arrangement I understood the Postmaster General to assent. There is no present intention to make any change in the existing time table. I may remind you that this Company, *since it began to run trains, has never received from the Post Office Department any schedule of time which the Post Office Department desire; nor have they received, in any way whatever, any intimation that the Post Office Department required any particular description of service or hours of running. Under these circumstances, of course, the Company can only regulate its trains in such a way as it finds most convenient to the passenger traffic using the railway, and this has been the course adopted in the time table now in operation. If it is the desire of the Postmaster General to have trains run, carrying mails, at any particular hours, or continuously, between the extreme points of the railway, the Company will be quite prepared to run such trains, upon being adequately paid for the service which they will be called upon to render.*

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

"C. J. BRYDGES,  
"Managing Director."

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

Two other letters passed at the same time, shewing with equal distinctness that the Company never departed from the arrangements made to suit its passenger traffic in order to accommodate the Post Office Department. The first of these letters is as follows:—

“POST OFFICE DEPARTMENT,  
“29th November, 1862.

“SIR,—The Postmaster General regrets to find that the ordinary running of the trains on your road will not afford the means of forwarding, in due course, the mails for the Canadian steamships when sailing from Portland, and that you have expressed an unwillingness to renew the arrangement of former years. These mails arrive at Montreal from the Western States and Western Canada every Friday night, and Saturday afternoon being the appointed time for the sailing of the ocean steamers from Portland, these mails should reach Portland by one or two o'clock p.m. of that day; this the Grand Trunk has hitherto accomplished readily enough, carrying the steamer's mails and passengers by an accelerated train (for which an extra charge was paid by the Post Office) from Montreal to Island Pond, and thence by the ordinary morning train to Portland, the interval of night hours between Montreal and Island Pond having been, under ordinary circumstances, sufficient for the transit. Unless this connection between Montreal and Portland is made, the only alternative would seem to be to close all the mails for Europe, throughout the West, a day earlier than hitherto, which could not fail to have a most damaging effect on the reputation of the Canadian route generally, as compared with the routes *via* New York and Boston. The Postmaster General will be glad to have your best consideration for this subject, and to know at your early convenience what arrangement you can offer for these mails to secure the object in view.

“I have, &c.,  
(Signed), “W. H. GRIFFIN.”

“C. J. Brydges, Esq.”

The Managing Director replied in these terms:—

“GRAND TRUNK RAILWAY OF CANADA,  
“MANAGING DIRECTOR'S OFFICE,  
“Montreal, 1st Dec., 1862.

“SIR,—I beg to acknowledge receipt of your letter of the 29th ultimo, relative to the carrying of mails for the ocean steamers sailing from Portland. The trains now running upon this railway afford the fullest accommodation that the Company are in a position to afford, *looking to the amount of traffic desiring to use those trains. If any extra accommodation is required by the Post Office Department, beyond that supplied by the ordinary trains as set forth in the time table*, the Company will be quite ready to run any such trains upon being requested to do so by the Post Office Department, and being properly paid for the service thus rendered. The amount of traffic from the West to Portland does not justify the running of a continuous train from Toronto to Portland. The arrangement of the trains now in force amply accommodates the business offering, and is all that the Company can, with due regard to economy, furnish. The train from Toronto arrives in Montreal at eleven o'clock p.m.; if the Post Office Department wish the mails for the Canadian steamers to leave Toronto as late as Friday morning, it will be necessary to run a train specially for the conveyance of the mails from Montreal to Portland. Such a train can be run, reaching Portland at from one to two o'clock on Saturday; and upon receiving from the Postmaster General a requisition to run such train, the Company will be prepared to do so upon being paid for the service at the rate of one dollar per mile run. If such an arrangement will not suit the views of the Postmaster General, I can suggest no other course but that the mails from Toronto should leave on Thursday morning.

“I have, &c.,  
(Signed), “C. J. BRYDGES,  
“Managing Director.”

“W. H. Griffin, Esq.,  
“Deputy Postmaster General.”

Some further communications followed, in which Mr. Brydges declined making any change in his arrangements, unless the Government would agree to pay a dollar a mile for the service performed. On the 22nd January, 1863, Mr. Brydges refers to his letter

of the 1st December, in these words: "If you will be good enough to refer to my letter of the 1st ult., you will find that in reply to your statement that the present arrangement of the trains did not suit the requirements of the Post Office Department, I simply state that the *Company had been carrying mails for a number of years on their trains, and without ever having received from the Post Office Department any intimation as to their desire to have any particular service performed*; and therefore, in making up the time table, it has been arranged, with the object of giving such an accommodation to the public as the extent of the passenger traffic of the railway demanded." This was certainly not asking for a requisition as to the service required, but simply stating a fact which was perfectly known to all parties.

On the whole, then, in reference to the argument drawn from the British rates, it appears that the rates referred to by the Grand Trunk are paid for special trains; that the rates for special trains are always far in excess of rates by ordinary trains; that the only railway mails in Canada about which there has hitherto been any controversy are the mails by ordinary trains; that the British rates for both ordinary and special trains vary very much; that the fluctuations are such as cannot be accounted for by those familiar with the subject and the circumstances; that the Imperial Post Office authorities declare most of the rates they pay to be excessive; that if any of them are fair or correct, we have no means of distinguishing those which are so from those which are not so; that the services and circumstances are so entirely different from ours, as to put any useful comparison on our part out of the question; and that while the British rates thus cannot serve as precedents in Canada, yet if we attempted to make use of them as such, with the light we possess in regard to them, some of them would appear to overturn, instead of supporting, the claim of the Grand Trunk.

VII. There is now to be considered the case of the rates paid in the United States, these being also relied on by the Grand Trunk Company, as affording, to a certain extent, a guide to the remuneration the Company is entitled to. It has already been stated that American rates are not fixed by arbitration, as most of the British rates were, and as they probably still are. The laws in the United States do not authorize a reference for this purpose, and do not even compel companies to carry the mails. The whole matter is left for mutual agreement between the Post Office Department and the railway companies, if they can agree; and no provision is made for the case of their not agreeing. The companies are thus entirely unrestrained by law in regard to their charges for carrying the mails; and when the Post Office Department does not accede to any terms the railway companies choose to exact, the companies have by law the power, and have sometimes exercised the power, of refusing to carry the mails at all, and of doing this abruptly, and without giving any previous notice of their intention to the Department, so as to enable the Post Office to make some other provision for the mail service. In consequence of this condition of things, it has been found necessary, on the part of the United States Post Office, to yield to exorbitant demands, in the case of some of the railways, and the effect of doing so has been, to raise the terms demanded by all. Those companies who might be willing to take loss, say they cannot compete with rival lines, unless they demand and receive the same rates for carrying the mails as these lines do; and the result is that the rates generally are now, in the opinion of the Department, excessively high, and that two-thirds of the rates which are allowed would, on an average, be a liberal compensation. Uniformity of remuneration, too, is as wanting in the United States as in England. The rates charged on some railways are more in excess of what they ought to be than others are. While the rates on the great trunk routes, from the Atlantic to the West, are expressly and officially declared to be much too high, the rates on the remainder, where the mails are light, are affirmed to be oppressively extravagant. The evidence for these statements will appear presently; but it may be observed, in the meantime, that rates which railway companies exact, where they happen to have the power of exacting what they choose, are of course no criterion for other countries. As some check on the exactions of the companies, and to promote, or as the United States Post Office Act said, "to ensure, as far as may be practicable, an equal and just rate of compensation," it is enacted (in section 19) that the Postmaster General should divide the railways into three classes, according to the size of the mails which they convey and the importance of the service; and that the maximum rate to be paid to those in the first class should be \$300 a mile of rail-

way; in the second, \$100; and the third \$50; with authority to the Postmaster General to add 25 per cent. to these rates, whenever half the service is performed at night.

Under this Act, that portion of the Grand Trunk between Canada and Portland appears to have been placed in the second class, and the Company receives \$125 a mile for 48 miles, and \$100 a mile for 117 miles on this part of their railway. There are two express trains daily each way between Montreal and Portland; but only one of these is made use of by the United States Post Office Department over the whole of the Portland portion of the line. The other train is made use of on part of the line only. The American mail matter conveyed on this line is almost equal to the mail matter between Montreal and the boundary line. The Michigan portion of the Grand Trunk (64½ miles) appears to have been placed in the third class under the Act, and the compensation paid is \$42.70 a mile. In neither case is there any competition with the Grand Trunk for the carriage of the mails.

The United States Act referred to is in the following terms:—

“That to ensure, as far as practicable, an equal and just rate of compensation, according to the services performed among the several railroad companies in the United States, for the transportation of the mails, it shall be the duty of the Postmaster General, to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboats, into three classes, according to the *size* of the mails, the *speed* with which they are conveyed, and the importance of the service; and it shall be lawful for him to contract for conveying the mails with any such railroad company, either with or without advertising for such contract; provided, that for the conveyance of the mail on any railroad of the first class, he shall not pay a higher rate of compensation than is now allowed by law, \$300 a mile; nor for carrying the mail on any railroad of the second class, a greater compensation than \$100 per mile per annum; nor for carrying the mails on any railroad of the third class, a greater compensation than \$50 per mile per annum. And in case the Postmaster General shall not be able to conclude a contract for carrying the mail on any such railroad routes, at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or without advertising, for conveying the letter-mail over such route by horse-express or otherwise, at the greatest speed that can reasonably be obtained, and also to contract for conveying over such route the residue of the mail in wagons or otherwise, at a slower rate of speed; Provided that if one-half of the service on any railroad is required to be performed in the night season, it shall be lawful for the Postmaster General to pay 25 per cent. in addition to the aforesaid maximum rates of allowance; and provided, further, that if it shall be found necessary to convey over any railroad route *more than two mails daily*, it shall be lawful for the Postmaster General to pay such additional compensation as he may think just and reasonable, having reference to the service performed and the maximum rate of allowance established by this Act.”

This is the law, and how has it worked? Have the rates which the Postmaster General found it necessary to pay under its provisions, to induce the railway companies to carry the mails, been fair and just rates, on which, as precedents, we may proceed to calculate what would be fair and just in Canada? The evidence is to the contrary. Postmaster General after Postmaster General has declared this. Thus, in the Report of the Department to Congress, dated December 1st, 1853,\* we have this statement: “Considerable difficulty has always existed with this (the railway) branch of the service. Sums are demanded from the Department, which, in justice to great public interests, it cannot consent to pay. The importance of the service to the public is the great question of consideration for the head of the Department; but if he and the presidents and the managers of the railroad companies do not view its importance alike, the mail is thrown down, and the public caused thereby most grievously to suffer. This is done sometimes, too, in the most summary manner, without any notice being given by which the Department could be prepared to put on other service; and when this is done, whether designedly or not, the Department is sure to suffer. The citizens of the different States are deeply interested in this question; and if they wish to continue to receive their letters and newspapers at a cheap rate of postage, they must not permit these companies to dictate to the Department their own terms. In some of the States of the Union a provision has been inserted in the charters of the railroad companies, providing for

a reference in case of a disagreement between the Postmaster General and the companies. In neither of the Acts which I have cited is any power given to the Postmaster General to agree to any such reference; and *if there were, I should very much doubt its policy.* In England this agreement to refer has acted unfavorably to the Government; and I see no reason why Congress, first giving each Company a full opportunity of being heard, should not fix the sum which they are each respectively to receive."

So, again, in the Post Office Report for 1854, the Postmaster General of the United States complains of the large demands made upon the Post Office under the operations of the law, and says, "What is required is to fix fair and just prices. Companies performing similar services to receive the same pay—*which is not now the case*—and all of them to be paid according to the *bulk* of the mails, the speed with which they are conveyed, and the accommodations required." \* \* \* "Again, it should be unjust, too, to found a calculation upon the assumption that the mail car was 25 feet in length—15 feet for a mail-room and 10 for a post office—and then to estimate and charge both for weight of car and mails at 14 tons. Accommodations such as these are required, both for the security of the mails and to enable route agents properly to discharge their duties; and to this fact I early drew the attention of the companies, but these accommodations have not been given. *Many of the railroads, desirous of properly serving the public, devote a car exclusively for mail purposes*; but in the great majority of cases, a car is divided between the Government and the express companies, or a space is apportioned off for the route agent, the mail being placed with the baggage in one end, and the balance of the car appropriated for a smoking-room.

"The calculations which I have made, and those which some of the companies make, differ most widely, and shew that they are receiving for the mail much more than for first-class freight; but the question, whether the calculations of the Department or the companies be correct, could be readily settled by a committee of Congress; and *if the companies wish Government to pay them only such prices as they receive for individuals the whole matter is one of easy solution.* In the opinion that the Government is paying much more for railway mail service than it is worth, I have been confirmed by the prices paid for similar services in England, France, Germany, and Canada."

In the Postmaster General's Report of December 3rd, 1855 (page 323), he speaks of the rates then paid to the railroad companies as "enormous."

Passing on to more recent years, we find the same subject is remarked upon by the Department in the Report of the 3rd December, 1859 (pages 1,403 and 1,404):—

"While it is admitted that the establishment of railroads in the United States has added vastly to the celerity of the mails, and to the facility with which those of great weight and bulk are transported, it is equally true that in their train of blessings have come evils which have continued to grow with the expansion of the system, until they have at length reached a magnitude which demands that an earnest endeavor should be made for their correction. The mails were conveyed, during the last year, on 26,000 miles of railroad, at a cost varying from \$50 to \$375 per mile for transportation alone, the aggregate expenditure for this class of service being \$3,243,974. To this are superadded the salaries of express and route agents and messengers, amounting to \$626,174 per annum. Accompanied and delivered as the mails are, by the agents of the Department, *the service performed by the road is little beyond that which it performs for the shipper of a barrel of flour or a sack of grain.* Why then is a compensation exacted for this service which is so exorbitant as compared with what would be demanded of a private citizen for the conveyance of a similar amount of freight?" The Report then states the rates paid in Canada, and the Postmaster General adds:—

"No reason is perceived why, except upon our great trunk routes, a higher rate of compensation should be submitted to by our Government than is paid by that of Canada. Even on this latter class of roads [their great trunk roads], the present rates are *much too high*, but on the remainder, where the mails are light, they are *oppressively extravagant.* The rapid multiplication of railroads, on all of which the law provides the mails shall be carried, is constantly increasing the evil complained of. These roads are in every direction penetrating comparatively sparsely populated portions of the country, and connecting with small towns where the correspondence is necessarily limited; and if they are all to continue to enjoy this enormous subsidy at the hands of the Department, however unimportant the

mails carried, no very strong hope of disenthralment from its present embarrassments can be indulged. The remedy is to be found in an amendment of the Act of 3rd March, 1845, which I would respectfully urge upon the consideration of Congress. *A reduction of thirty-three and one-third per centum upon the maximum rates fixed by that Act would still leave a very liberal compensation to this class of contractors.* Should Congress express their concurrence in this view, it cannot be believed that the intelligent and public-spirited citizens who have the control of these roads will continue to insist on terms which it must be manifest to them, as it is to all, *the resources of the Department do not enable it to meet.*"

The Report of the 2nd December, 1861, has the following remarks on the subject of the railroad service :—

"In the last annual report of my predecessor, mention is made of the refusal or neglect of a large number of the railroad companies engaged in the conveyance of mails, to execute the contracts required by law of all contractors for the performance of their duties. This abuse continues. When a railroad is constructed through a district of country, competition in the conveyance of passengers, mails, and merchandize ceases on the route. Demand is immediately made for the mails, and without reference to the importance of the offices to be supplied, at a compensation much above that previously paid for coach and horse service. *Increased speed is the only advantage which the service gains, although with respect to private business this is invariably accompanied with a great reduction of cost.* The subject demands attention from Congress, and that measures be adopted to enable the Government to contract on fair terms with these companies. The existing rates of compensation are, in my judgment, too high, and even at such rates *the Government is at the mercy of the companies.*"

In the report for 1862—the latest published—page 9, the Postmaster General alludes to the obstacles he had to encounter, owing to the defects of the system :—

"I renew the recommendation of my report of last year, for the establishment of some system to enable the Department to procure contracts on fair terms with railroad companies for mail service. Many cases have arisen since that time to illustrate the necessity of further legislation, to prevent the serious prejudice to public interests likely to occur if these corporations are left, as at present, entirely unrestrained by law. This recommendation is not to be understood as reflecting upon the public spirit and liberality of the railroad companies of the country generally; for, if called on to designate a class of our people who are the most liberal and public-spirited, I would say that it is the class concerned in railroads. There would probably be no necessity for any change if the Department could deal with this class as a whole. The difficulty lies in having to deal with single corporations. Some of these corporations, when the public treasury was full, succeeded in obtaining too much from the treasury; and even now, when the resources of the country are so severely taxed to preserve the Government, there are, I regret to say, some companies threatening to throw off the mails, unless terms even more onerous than any heretofore exacted from the Government by any other company are agreed to by the Department. The effect of yielding to such exactions on the part of the few has been to raise the terms required by all; for the more liberal justly say, *whilst they agree that the terms allowed are too high*, yet they cannot compete with rival lines unless they demand and receive the same rates for carrying the mails. From the natural bias of those concerned in a particular road, they are disposed to think injustice done them by the estimate made of the relative importance of their road, and of the mails over it. The subject is one of difficulty, but it has been suggested that in lieu of the classification by which the compensation is now fixed, reference should be had to the actual cost of transportation as the basis for fixing the compensation to be paid; and I am disposed to think arrangements may be more satisfactorily made on such a basis than under the present system. I am not informed as to the views of those interested in railroads on this point, but I think it probable that it would be generally acceptable, and that a compensation to cover the actual cost of transporting the mails would be satisfactory to that enlightened interest, for the considerations which preclude the Government from deriving revenue from the mails ought to operate even more directly on the railroad interest, to preclude it from attempting to burden a machinery which in so many ways creates its business.

"All increase and acceleration of mails promote the transfer of persons and property, for which these roads were constructed, and of which the transportation of the mails is but an incident."

The undersigned respectfully submits that there would be little propriety in following, or attempting to follow, the analogy of rates exacted from the United States Government, under the circumstances set forth in these reports; such rates being officially declared to want uniformity for similar services, but to be all much too high, and many of them "enormous," "exorbitant," and "oppressively extravagant," and thus far in advance of what the Post Office Department would pay, if there was any help for it. The railway interest, it appears, has hitherto been too powerful to enable any remedy to be provided.

These quotations are certainly opposed to all that is affirmed by the Grand Trunk Company's agents respecting the United States rates.\* They told the arbitrators that "there are so many railroads in the United States competing with each other for the business of all the considerable routes, that the Post Office Department has been enabled to procure the transportation of its mails at rates far below the real value of the services required and rendered." \* \* \* "That even between the cities of Boston and New York there are five competing lines for the mail, and four between the eastern seaboard and the States of the North-West, which, with their connections, can reach all the principal seaboard cities and all the parts of the North-West." Besides the answer these statements receive from the official reports which the undersigned has referred to, it may be observed that all these so-called competing lines traverse different portions of the country, and must be used for the local mails of the districts through which they pass, even if all are not absolutely needed for the through mails "between the eastern seaboard and the States of the North-West." The United States Post Office could not refuse to send mails by both the New York Central and the New York and Erie railways. The postal convenience of one portion of the public is provided for by the one road, and of another portion by the other road. Indeed, what are called through-mails are not generally carried in a Post Office car, which is intended for the local mails, and is generally sent by a slow passenger train; while the through mail bags for various cities along the line of the road as well as for the Western States are usually carried in the ordinary baggage cars of the fast trains; and the Company's agents, in another part of their argument, profess to think so little of this service as to intimate that no importance is attached to the conveyance of through bags; that the only compensation paid for carrying them is what the train baggage-master receives from the Government for taking charge of them; and that the rates paid by the Government to the railway are paid exclusively for the service with the Post Office car.† Thus, in their reply to Mr. Moffatt's draft letter, there are the following statements:—

"It has been shewn that the New York and Erie, and other railway companies, set out in Mr. Moffatt's schedule, receive a sum of \$200 per mile for the carriage each way, daily, of a distributing car, and that when they run other trains, besides that one, they carry in the baggage-car Post Office bags, for which the Government make special payments to the train baggage-men."

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

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

So, again, in Mr. Brydges' letter of the 26th November, 1862, the following statement is made:—

"I again assert, what has already been stated on many previous occasions, that the rate of remuneration paid upon American lines is based upon one daily service each way, carrying a distributing post office, occupying one-third of an ordinary baggage-car, with an understanding between the Post Office Department and the companies that the latter will carry sealed bags, in ordinary baggage-cars, and without a Post Office attendant, by any other train which the requirement of their passenger traffic may render it their interest to run. But the payment is predicated upon the single daily service each way, with a distributing Post Office compartment, and the other accommodation is an incident of the large passenger traffic existing upon the American lines, and from which fact the Post Office Department derive a benefit without any extra payment."‡

\* Vide Blue Book, p. 40.

† Blue Book, p. 56.

‡ Blue Book, p. 85.

These statements of the Company's agents are, no doubt, exaggerations, of which they did not perceive the full bearing; and it is not at all necessary that we should suppose the American Post Office is willing to give as much for one service a day as for three or four; or that American railway companies are willing to accept as much for three or four services as would be a fair charge for one service. But the limited extent to which the competition referred to operates, is manifest. The employment of every railway is unavoidable, whether the bags for the Western States are sent by them all or not.

Had the character of the United States rates been other than the reports of the Post Office Department shew it is; had such rates proceeded, as confessedly they ought to have done, on a fair comparison with the charges to individuals for similar services, making due allowance for continuity of custom and whatever else may be proper; had they been fixed by the Post Office, or by the Government, or by some tribunal entrusted with the decision of such matters; had the case really admitted of competition, and had the rates been the result of competition; or had they been for any other reason, mutually admitted, or otherwise established, to be fair and just, as has been assumed, there would still be the difficulty of specifying any particular rate for the Grand Trunk service, as being the fair result of such analogies as the American rates present; but great and even insuperable as this difficulty might be, the undersigned is of opinion that there is no difficulty in perceiving that the rate which the Grand Trunk claims for itself is far beyond what any fair comparison with the United States rates would justify.

The Company's agents say that the Grand Trunk is to Canada what the four trunk lines are to the northern portion of the United States lying between the Atlantic ocean and the Mississippi valley; and it must be acknowledged that this in one sense is true. The Grand Trunk is the same to Canada in this respect, just as a cart with a single horse, may be the same to one man as many horses and many wagons are to another. One horse may suffice for the business of one man, just as many horses and many wagons are required for the business of another man. The four railways referred to connect the great cities of the Atlantic with the Western States, and it is the great cities which supply most of the mail matter everywhere.\* It has been computed that the residents of the city of New York, before the war, wrote one-tenth of the letters written in the whole country, and contributed one-tenth of the whole postal revenue of the country.† So far from the Grand Trunk rendering us a service equal to the services rendered by the four American railways referred to, as is strangely asserted by the Grand Trunk agents, the fact is, that each of these four carries postal matter greatly exceeding in bulk, weight, and value, the whole postal matter carried by the Grand Trunk, besides carrying it at greater speed, and with greater frequency. On the New York Central alone, which is one of the four alluded to, the weight of mail matter carried is about ten times as great as that carried by the Grand Trunk. The daily weight of mails on that road alone averages eight tons, while the Grand Trunk does not average that amount in a week. The weight of mail matter between Montreal and Toronto, passing Point St. Charles station, in a week, was found to be less than five tons, and the mails on this section of the Grand Trunk are heavier than on any other.

Then again, on behalf of the Company, a list is given ‡ of 6,612 miles of railway in the United States on which the rate allowed ranges from \$150 to \$375 per mile, and the average on the whole is said to be \$200.31 per mile. But the railways so selected for the purpose of comparison, bear but a very small proportion to the railways of the United States on which the mails are carried. Referring to the report of the Postmaster General of the United States, from which these statistics were derived—that for the year ending 30th June, 1861—it will be found that the length of the railroad routes performing mail service is set down at 22,018 miles, nearly four times the mileage of those in the Grand Trunk tables.§

It is also to be remarked that the States named by the Company are those in which the highest prices were paid; and, further, that of the railways belonging to them, those only are instanced which received the maximum rates. Taking the whole of the railways of the United States, it will be found that the average of the rates exacted by them is now considerably below the sum named by the Grand Trunk, being but a little over \$115 a mile,

\* Cyc. Com., p. 1,558. † Cyc. Com., p. 1,570. ‡ Blue Book, p. 47.

§ See Postmaster General of United States' Report for the year ending 30th June, 1861—Table G, p. 62.



according to the Postmaster General's report for the year ending 30th June, 1862. From this report it will be found that in some States of the Union, as, for instance, Maine, New Hampshire, Vermont, Delaware, Michigan, Illinois, Wisconsin, Iowa, Missouri, Kentucky, and California, not a single railway exacts the average rate of those selected by the Grand Trunk. In several of the States, as New Hampshire, Vermont, Michigan, Illinois and California, the highest rate exacted for a double daily service does not exceed \$150 per mile, or three-fourths of the average suggested to us by the Grand Trunk's table. In Delaware the maximum exacted for a double daily service is \$125; in New Jersey, \$104 76c.; in Kentucky and Wisconsin, \$100; and in Iowa, \$75.

Out of 495 miles of railway in the State of Maine, performing mail service on the 30th June, 1861, only 52 are included in the list put forward by the Grand Trunk; of 429 miles in New Hampshire, but 50 are given; of 1,297 in Massachusetts, but 382 are given; of 109 in Rhode Island, but 50 are given; of 758 in Connecticut, but 140 are given; of 2,945 in New York, but 1,158 are given; of 511 in New Jersey, but 90 are given; of 1,834 in Pennsylvania, but 494 are given; of 790 in Maryland, but 663 are given; of 3,423 in Ohio, but 1,463 are given; of 937 in Michigan, but 524 are given; of 1,699 in Indiana, but 541 are given; of 2,676 in Illinois, but 112 are given; of 557 in Missouri, but 359 are given; of 1,044 in Tennessee, but 510 are given; in one State only, California, is the complete number, 22, included; and some of the States are omitted altogether.

The Grand Trunk agents have included in their table all the railways in the United States receiving the highest rates of payment. But if it is proper to bear these in mind it is also proper to note some of the minimum rates paid on other railways. The United States Postmaster General's Returns, for the year ending 30th June, 1862, show, that on one railway in Maine, a rate as low as \$25 per mile per annum is paid for a daily service. In New Hampshire, a double daily service is performed for \$50 per mile. In Massachusetts, \$50 is paid for a double daily service on four different railways, and \$31.25 is there paid for a single daily service. In New York, \$42.86 is paid for a double daily service on one railway; \$44 for a double daily service on another railway; and \$50 for a double daily service on three other railways. In New Jersey, \$25.20 is paid for a double daily service on one railway; and \$50 for a double daily service on three railways. In Pennsylvania, \$9.09 is paid for a single daily service on one railway; and \$50 for a double daily service on another. In Ohio \$20 is paid for a single daily service. In Michigan, \$32 is paid for a single daily service. In Indiana, \$50 is paid for a double daily service; and in Wisconsin, \$26.66 $\frac{2}{3}$  is paid for a single daily service.

On one of the railways mentioned in the Company's list, mails are despatched 26 times a week, each way; on another 25 times; and on others 19, 18, 14, 13, and 12 times respectively; on but four so seldom as seven times, and on but two so seldom as six times. Six times a week is one daily service on every day of the week, exclusive of Sundays.

Mr. Brydges says\* that "the United States Congress fixed the rates at which railway companies should be paid for carrying the mails, and divided the lines into three classes, giving the highest or first class lines \$300 a mile of railway, and the lowest \$100 a mile." But this statement is incorrect. The Act has already been quoted, and from it we find that the lowest class is \$50 instead of \$100; and that the rates named are fixed as the maximum rates allowed to be paid, the Postmaster General being left a discretion, within such maximum, to pay what he may bargain for, or what may be exacted from him by the railways. The facts already mentioned shew that some railways are paid less than the \$50 named in the Act of Congress. Mr. Brydges does, indeed, make some reference to these, for he observes, "I believe a few small branch lines have been paid, in the United States, at rather less than \$100 a mile." But the truth is that very many of the United States railways are paid less than \$100, the minimum prescribed by the Act according to Mr. Brydges. In fact, not one railway in Iowa receives \$100 per mile of railway; more than a fourth of the railway mileage in Maine and Ohio costs the Post Office less than a hundred dollars a mile; more than a third of that in Massachusetts, New Jersey, Indiana, Wisconsin, and Kentucky, and more than half that in New York, New Hampshire, Connecticut, Pennsylvania, and Delaware, cost less than \$100 a mile.

All these variations are more fully illustrated by the following table compiled from the Returns of the Postmaster General of the United States, for the year ending 30th June, 1862:—

\* Blue Book, p. 85.

RAILROAD POSTAL SERVICE IN OPERATION IN THE UNITED STATES ON  
30TH JUNE, 1862.

STATE OF MAINE.				MASSACHUSETTS.—(Continued.)			
No. of Railways.	No. of Trips Daily.	Annual cost per mile.	Distance in miles.	No. of Railways.	No. of Trips Daily.	Annual cost per mile.	Distance in miles.
1	2	\$150 72	52	2	2	\$100 00	42
1	2	125 00	48	1	1	77 17	77½
2	1	125 00	110	2	2	75 00	26
2	1	100 00	190	1	1	75 00	21
1	1	85 71	39	1	1	74 45	35
2	1	50 00	88½	1	1	65 22	23
1	1	25 00	22	1	1	63 15	9½
			549½	1	1	55 56	9
				1	1	53 00	20
				1	1	52 94	17
				1	2	51 12½	8
				4	2	50 00	43
				14	1	50 00	138
				1	1	41 25	4
				1	1	31 25	8
							1,308
NEW HAMPSHIRE.				RHODE ISLAND.			
1	2	\$150 00	36	1	2	\$176 40	50
1	2	125 00	69	1	2	134 09	44
1	1	107 52	93	1	1	65 16	15½
1	1	57 89	20				109½
1	1	56 25	16				
1	2	50 00	48				
6	1	50 00	117½				
			405½				
VERMONT.				CONNECTICUT.			
1	2	\$150 00	55	1	3 1-6	\$375 00	76½
1	1	129 16	120	1	2	250 00	63 5-6
2	2	125 00	143	1	2	200 00	63½
1	1	125 00	25	1	2	110 00	73
2	1	100 00	143	2	2	100 00	40
			491½	1	1	85 10	23½
				4	1	75 00	246
				2	2	75 00	62
				2	1	69 38	121
							768
MASSACHUSETTS.				NEW YORK.			
1	3	\$306 66	45	1	3 1-6	\$225 00	144
1	2	250 00	55	1	4 1-6	200 00	298
1	2	200 00	103	2	3 1-6	200 00	529
1	3½	187 50	40	1	2	200 00	104
1	2	154 14	54	1	3 1-6	150 00	7
1	2	153 84	52	1	2	150 00	76
1	3	150 00	42	1	1	118 66	2½
1	2	150 00	75	4	2	100 00	112 1-81
1	2	144 00	87½	1	2	85 86	73
1	3 1-12	123 04	20½	1	2	85 75	12
1	2	125 00	50	1	2	85 72	35½
1	2	121 42	42	1	2	83 93	65
1	1	117 18	64				
1	2	117 00	47				
1	3	114 28	32				
1	2	104 61	18½				
1	3½	100 00	20½				
1	3	100 00	24				
1	2	100 00	48½				



RAILROAD POSTAL SERVICE IN OPERATION IN THE UNITED STATES ON 30TH JUNE, 1862.—(Continued.)

INDIANA.				IOWA.			
No. of Railways.	No. of Trips Daily.	Annual cost per mile.	Distance in miles.	No. of Railways.	No. of Trips Daily.	Annual cost per mile.	Distance in miles.
1	2½	\$225 00	341	1	2	\$75 00	76
3	2	150 00	200½	7	1	50 00	494 1-55
2	2	125 00	183½				570 1-55
1	2	122 24	113½				
1	1	100 00	288				
1	2	75 00	58				
2	1	75 00	195				
1	2	50 00	61				
3	1	50 00	273				
1	1	40 00	46				
			1,759½				
ILLINOIS.				MISSOURI.			
1	2	\$150 00	112	1	1	\$269 00	218
19	2	100 00	2,202	1	2 2-6	150 00	125
1	2	88 74	111	2	1½	150 00	234
4	1	50 00	186½	1	1½	100 00	87.1
1	1	42 86	7	1	1	50 00	77
1	1	35 00	58½	1	1½	35 00	4
			2,677				745.1
WISCONSIN.				KENTUCKY.			
3	2	\$100 00	590½	2	2	\$100 00	203½
7	1	50 00	330½	1	1	100 00	67½
1	1	26 66½	21	1	1	75 00	51
			948½	1	1	37 00	18
							340½
CALIFORNIA.							
				1	2	\$150 00	22

The service on which some of the lowest rates are paid in the United States, is inferior to the service performed by the Grand Trunk. But the service for which the highest rates are paid, is as certainly superior to the service performed by the Grand Trunk.

The averages on the United States railways, on the 30th June, 1862, varied from \$70.83 upwards. The following table, from the report referred to, gives the average:—

Iowa .....	\$70 83	New York .....	\$140 42
New Hampshire .....	94 17	Vermont .....	141 20
Wisconsin .....	97 98	Delaware .....	145 89
Maine .....	111 94	New Jersey .....	147 70
Illinois .....	114 55	Connecticut .....	149 02
Indiana .....	114 79	California .....	150 00
Pennsylvania .....	121 42	Rhode Island .....	158 58
Michigan .....	134 68	Missouri .....	178 52
Massachusetts .....	137 93	Maryland .....	250 65

In all cases the rates named include the side service, which, in Canada, is not imposed on the Company, but is performed at the expense of the Department. It was proposed, be-

fore the arbitrators. that this service should be assumed by the Grand Trunk, and should be paid for at the same rate as the Department now pays for it. But the undersigned is of opinion that the present system, which is also that prevailing in the United Kingdom, is the more convenient and satisfactory one for postal objects.

It is manifest, from what has been stated, that the United States rates, even if they were all assumed to be fair and just, do not afford, any more than the British rates, sufficient ground for even the minimum rate claimed by the Grand Trunk in any of the papers.

It was on the analogy of the American rates that Mr. Moffatt was disposed to proceed, as appears from his draft letter to Mr. Brooks. He summed up his estimates as follows :\*

" 975,000 regular mail-train mileage, @ 9 <sup>7</sup> / <sub>100</sub> c.....	\$91,357 50
" Special service with English mails.....	16,000 00
" Side service (108 offices).....	18,771 00
	\$126,128 50
" Total amount of annual subsidy.....	\$126,128 50
" Equal per mile per annum (866 miles) to.....	\$145 63"

The first item alone is that which relates to the regular mail conveyance, and is about equal to \$105 49 per mile of railway per annum for the service as it is, or \$58.65 per mile of railway per annum for each daily service both ways, whether by passenger trains or by mixed trains, and whether with or without a post office car and mail clerk. The undersigned assumes that the compensation Mr. Moffatt was disposed to allow for each of the three services which he contemplated awarding upon, viz., the ordinary service, the special service, and the side service, was the result of as careful consideration on his part as the materials he had at hand enabled him to give. At the same time he dealt liberally, and meant to deal liberally, with the Company. For not only was his calculation based on United States rates, which he assumed to be fair, but which we find are officially declared to be much too high, and to have been only submitted to because the Post Office is at the mercy of the railways, but Mr. Moffatt's average rate—9<sup>7</sup>/<sub>100</sub> cents a mile run—gave, and was meant to give, the Grand Trunk as high a rate as the average rate charged by railways where the quantity of mail matter was so much greater than on the Grand Trunk, that the weight of the latter was, as he said, comparatively trifling.† He also allowed as much for carriage by mixed trains as by express trains; and he did this, though, as he observed, "the average character of the service rendered is higher and more expensive in itself, on the generality of the United States lines, than on the Grand Trunk, all mails on the former being carried by regular passenger trains run at higher rates of speed, while here very nearly one-half of the service is performed by mixed trains, which are simply freight trains with passenger and post office cars (not always the latter) attached, and which are run at rates of speed varying from twelve to fourteen miles an hour only."‡ He assumed (taking a liberal view of the case) that the unfavorable climatic conditions affecting so large a proportion of the Grand Trunk, entitled it to a rate of compensation, for postal services of generally inferior order, equal to what is paid for the higher class of service in the State of New York."§ Under all the circumstances Mr. Moffatt allowed the 9<sup>7</sup>/<sub>100</sub> cents, but he at the same time considered this would include a sufficient compensation for 109,132 additional miles of mail conveyance, and for this, therefore, no charge was to be made in case the mail mileage hereafter should exceed 975,000, which he proposed the Province should pay for at the rate named, and he considered six cents, instead of 9<sup>7</sup>/<sub>100</sub>, to be a sufficient allowance for extra mileage, beyond the sum of these two figures, (or 1,084,132 miles.) Mr. Moffatt certainly proposed, on the other hand, a deduction in case of a diminution of mileage to a corresponding extent, but this contingency could not have been that contemplated, for the business of both the Post Office and the railway was expected to increase and not diminish. Mr. Moffatt's allowance for the side service, which he proposed that the Grand Trunk should perform, and for the special service to be performed in conveying the English mails, was such that the Company has made no objection to either.

\* Blue Book, p. 52.

† Mr. Moffatt's draft letter, Blue Book, p. 51.

‡ Mr. Moffatt's letter of July, 1862, to Mr. Brooks, Blue Book, p. 51.

Liberal, however, as Mr. Moffatt's allowance for the regular service was, it was far below what the Company, or even their arbitrator demanded, and in the reply to Mr. Moffatt's draft letter, arguments were again advanced to justify the demand for more, not only than Mr. Moffatt's rate, but for more than any of the American railways received. Most of these arguments have been fully considered already.

Thus the Company's agents repeated the statement, that on the Grand Trunk the mails control the trains, the contrary of which has been shewn to be the fact.

They again urged that the Company's passenger traffic is smaller, and that the character of the climate renders the services more expensive on the Grand Trunk than on most of the American railways. It has already been shewn that, according to the acknowledged rules governing such inquiries, these considerations cannot enter into the calculation, and are rejected by railway companies themselves elsewhere. The charges to individuals, whether for passage or freight, are not said to be higher on the Grand Trunk than on the American railways, but the contrary;\* and the rule requires that no more should be charged to the Government than is charged to individuals for like or equivalent services. Further, in regard to what is said about climate, Mr. Moffatt justly remarks: "The observation applies to those portions of the road lying east of Kingston only. Farther west, the winter of Canada is less trying than are the winters of northern New York, Maine, and New Hampshire to the railways of those States."†

In reference to this argument the Company's agents go so far as to say that the Grand Trunk Company's passenger trains do not pay; that the average cost of running the Company's ordinary passenger trains is very nearly a dollar a mile, without including an allowance for wear and tear of road, depreciation of rolling stock, or interest upon the capital invested,‡ and that the average receipts do not exceed 75 cents a mile. This statement, if true, does not speak very highly for the management of the railway. It could not have been in reliance on the postal subsidy that these non-paying trains were run, for Government had, in 1858, declared its intention of paying no more than \$70, and all that the Grand Trunk demanded, from 1853 up to 1861, was \$110 per mile for a double service. But the alleged rate per mile of the Company's receipts for passengers is evidently incorrect, and below what it should be. It is got at by assuming that the mixed trains are for passengers only, and that the whole mileage run by the mixed trains should be added to the mileage of the passenger trains, in order to reduce the rate of the receipts per mile run of the passenger trains, while the fact is, that on an average, 9-11ths of the cars on mixed trains are freight cars.§ As Mr. Moffatt observes, "it seems difficult of belief, when we look to the railways near by us, in Vermont, New Hampshire, and northern New York, countries with resources of population and commerce on the whole inferior to those of Canada, all running at least one express train daily, that our Grand Trunk line cannot, without incurring continuous and ruinous pecuniary loss, afford the travelling community an equal measure of accommodation, irrespective entirely of postal considerations."¶

The Company's reply further urges that the United States lines carry but one distributing car, or travelling post office, each way daily, and that where other passenger trains run, "mail bags are carried in the ordinary baggage cars, and the train baggage-master receives compensation from the Government for taking charge of them;"|| and that on the other hand, the Grand Trunk carries a post office car twice each way daily over parts of the line; that 9<sup>7</sup>/<sub>10</sub> cents may be the average on the United States railways which Mr. Moffatt mentions, but that this figure is arrived at by taking into account the mileage of these trains which carry through bags without a post office sorting car; that this mileage should be omitted, because this service is of no moment; and that the average charge per mile run on these roads would, by omitting this mileage from the calculation, be found much higher than Mr. Moffatt proposed to allow.

But this whole argument is founded on a mistake, of which the undersigned has said something already. The object of the travelling post office is to facilitate correspondence between the numerous post offices situated along the line of the railway. It is not needed for the through mails, but for the way offices only. On the New York lines there is at least one train a day which stops at all stations, necessary for post office purposes. One

\* See Mr. Brydges' Paper of 21st July, 1863, § 4 and 5. † Blue Book, p. 51. ‡ Blue Book, pp. 42 and 43. § See Mr. Moffatt's unanswered remarks on this point, Blue Book, p. 54. See also, Mr. Hardman's statements. ¶ Page 54. ¶ *Vide* Blue Book, pp. 56, 59 and 85.

train a day each way, with a post office car, is in such case sufficient; and this is the reason why only one is stipulated for by the United States Post Office. Here one would be sufficient, as well as in New York State, if there was any through train on the Grand Trunk which stops at all the stations; but there is not, and the Post Office is consequently obliged to perform its way service, partly on one train and partly on another, and is thereby put to additional expense and trouble, for which the opportunity a second post office car gives of supplying with two mails a day some of the stations at which both trains stop, is no adequate return. The train selected for a travelling post office on the New York lines is always a slow local passenger train, and the mails carried by it are the way mails only. All the important mails go by the fast express trains, and it is by them, in fact, that the main service in point of weight and postal revenue is performed. The baggage master receives from the Government a small personal allowance for taking charge of these mails, as his services in looking after the bags save the Post Office the expense of a mail guard. It has also been the practice of the Department in this country to give a small gratuity to the baggage men on trains which carry mails without a Post Office clerk. Thus, instead of a second post office car on the Grand Trunk indicating a superior service on that railway, the reverse is the fact; and the necessity for this second post office car really lowers the value of the service to the Post Office, instead of shewing its superiority. Besides, it has been shewn already that "many of the railroads" in the United States "devote a car exclusively for mail purposes," and that on others the mails are so large that this amount of accommodation is needed, though not given;\* while with us it is admitted† that it is about one-third of a car which is assigned or needed for Post Office purposes. The rest of the car is generally occupied by the Express Company and by baggage.

The Postmaster General, in 1858, did not in his report profess to base his calculation on the rates paid elsewhere. The substance of his argument was, that "on the Great Western, freight is conveyed at rates equivalent to about \$20 per mile per annum, for one-third of a car, and over the Grand Trunk at somewhat less rates, varying from \$10 to \$20 a mile." These are the rates by freight trains; and the report suggests that an average advance of 75 per cent. on these "may fairly be held to include a sufficient compensation for the advantage given to the public in the transport of the mails by the more speedy trains." The report, however, proposed that the allowance should be the same, whether the mails went by the slow mixed trains or by the more speedy passenger trains, the policy then being to name one rate for all railways, without distinction, whatever the speed might be of the trains by which the mails on each should, from time to time, be carried.

The Company's managing director, in his letter of the 17th October, 1862, makes two answers to the Postmaster General's calculation as given in the report. The first answer is merely, that the managing director is quite "at a loss to understand upon what principle it can be argued that Post Office matter, carried at a speed of 30 miles an hour by passenger trains, has to do with charges made for the coarsest description of freight carried in large quantities by slow trains specially devoted to that purpose; still less when the assumed calculation itself is entirely erroneous." What Mr. Brydges refers to, when he says that "the assumed calculation is entirely erroneous," does not appear. Were the freight rates not as assumed? Or should the difference between the more speedy trains, as compared with the slower, have been valued at more or less than 75 per cent.? Or is it impossible to make any comparison between the two cases? Mr. Brydges seems to deny all analogy between the rates proper for carrying mail matter and those charged or chargeable for freight. The undersigned has failed to perceive in the discussions elsewhere, or in the reason of the thing, the slightest ground for such a denial. The analogy of mail matter to other freight does not seem to be disputed in Great Britain or the United States, but on the contrary seems to be assumed by the railways as well as the Post Office in both countries.‡ But there are several classes of freight for which respectively the charges vary. If mail matter ought to be charged more than "the coarsest description of freight," to what class does mail matter belong? That seems the proper question. To determine it, we have to enquire why one article is classed higher in the scale of freight than another?—

\* United States Postmaster General's Report, cited *ante*. † Blue Book, pp. 48, 56 and 89.

‡ See evidence before House of Commons Committee, 1854 and 1856, and United States Postmaster General's Reports already cited.

The cost of hauling and handling a ton of gold is not necessarily greater than the cost of hauling and handling a ton of pig iron. Why is more charged for the carriage of it? The cost of hauling a ton of wrought marble is no greater than the cost of hauling a ton of unwrought freestone. Would a railway carry the one at the same rate as the other? Why, in these and other cases, are the charges different? The principal reasons for a diversity of classification are obviously to be found in the differences which various kinds of freight present, in regard to their bulk as compared with their weight; and in regard also to the comparative of degree risk and responsibility they respectively impose upon the carrier. The intrinsic value or importance of the freight only affects the rates as it affects the Company's risk. To meet the various risks of conveyance various precautions are taken, and all these involve more or less expense. Thus, specie must be guarded with the utmost vigilance when in the hands of the Company, while pig iron finds a sufficient security in its small value. Again, some articles are so bulky in proportion to their weight, that it is impossible to load ten tons on a single car.

There are also numerous expenses in connection with freight traffic which are constant, without reference to quantities carried or the distances to which they are moved. What may be termed the "office expenses," such as "receiving," "booking," "way-billing," &c., are as much on a package containing 100 lbs., moved ten miles, as they are on ten tons, moved over the whole length of the road. Hence, goods which are usually forwarded in small lots seem to be placed in the higher classes.

In the Company's general tariff, filed with the Railway Commissioners, and dated November, 1862, dry goods, leather, boots and shoes, are classed together, and ten cents per 100 lbs. are charged for carrying such articles fifteen miles. But for twenty cents the same quantity of them is carried 67 miles; for thirty cents 155 miles; and for forty cents 249 miles. Not half these rates are charged for carrying railway or pig iron for the same distances. But, on the other hand, by a note at the foot of this tariff, the public are informed that "bonnets, cloaks, hats, liquids in carboys, piano fortes, plate glass, pictures, paintings, stove-piping and wicker-work, will be charged double the rate of dry goods," estimated by weight. Of these articles, it is easy to perceive that bonnets, hats, stove-piping and wicker-work are far from being the most valuable of freight matter; but they are of great bulk as compared with their weight. The other articles mentioned in this note are less bulky but require more care in handling and otherwise, and in case of injury, they subject the Company to greater damages than the articles with which they are associated. Another note to the same tariff informs the public that furniture is charged for at rates fixed "by special agreement, according to bulk and value." Gunpowder, which is an extremely hazardous kind of freight, is carried "by special contract only in each case."

Again, by the Company's tariff for flour and grain, filed with the Railway Commissioners, and dated November, 1862, it appears that the freight of a barrel of flour from Sarnia to Montreal (502 miles) is 75 cents, equivalent to a fraction less than 15 cents per car load of 100 barrels, per mile, or, say  $1\frac{1}{2}$  cents per ton per mile; and from Sarnia to Portland (795 miles), is \$1.45, equivalent to a fraction more than 1 4-5 cents per ton.

It is to be observed, however, that the Company's published tariffs are not to be accepted as conclusive evidence of the rates at which freight is carried. The quotations given are from winter tariffs. Freight rates are generally lower in summer than in winter, and it is well known that at all times considerable discounts are, on various grounds, allowed to forwarders. These discounts reduce the average rates per ton per mile during the year below the average that would be indicated by a mere reference to the published tariffs.

The United States Postmaster General remarked, in a report already quoted from: that "the service performed by the road (to the Post Office) is little beyond that which it performs for the shipper of a barrel of flour or a sack of grain." The service is certainly a little beyond that which the railway performs for the shipper of a barrel of flour, because the Company incurs the cost of fitting up the post office car; and this is something, though not much, for these fittings are in general of the plainest and simplest possible description. The lighting and warming of the mail compartment are also items of extra cost, though very small ones. The carrying of a mail conductor is likewise to be borne in mind. He travels, however, in the post office compartment with the mails; and, as Mr. Brydges observed, in his letter of the 20th October, 1862, this apartment being appropriated for postal service, it is a matter of no consequence to the Company what we do with it. As



for the risk which the law may impose on the railway company, in case of an injury to the person of the conductor, the risk is so small a percentage on any rate that may be fixed as not to affect the calculation; and against it is to be set the fact that the mail conductor is really of as great advantage to the Company as to the Post Office, for he saves the Company from risk and responsibility in reference to the mails, as well as from expenses for receiving, delivering, booking, &c. The mixed trains are but little (if any) faster than the other freight trains of the Company, and freight is carried by them on the same terms as it is carried on those freight trains to which no passenger car is attached. There is not one tariff for the one class and another tariff for the other class of trains. The average number of cars in a mixed train is stated to be within a fraction of eleven, of which nine, on an average, are freight cars.\*

Having reference to these observations, the reasons for declining to allow more for conveying mail matter by mixed freight trains, than for carrying flour and grain, may be shortly stated thus:—

1st. The wear and tear of the car and the road are affected by the weight of the load, and are less in the carrying of a few mail bags and a conductor in the post office compartment, than in the carrying (by the same train) of as many barrels of flour or other heavy articles as the compartment would contain.

2nd. Mail matter is protected from dishonest practices by the mail conductor, and the Company is, by this means, relieved from the responsibility. It is handled, too, without any cost whatever to the Company. It is not "received," "booked," or "way-billed" by their clerks; it occupies no space in the stations or warehouses; and it is not liable to damage. The total destruction of the car, unless by fire, would hardly result in any ultimate damage to the mail, while a crate of crockery, or a carboy of liquid, or even a barrel of flour, might be utterly destroyed.

3rd. There are numerous other expenses to which the Company is subject in the case of all other freight, for office expenses, stationery, &c.; also for agents, as well as for labor in loading and unloading; and from all these the Company is almost entirely exempt in the case of mail matter, carried in charge of a mail clerk, in a post office car. The amount of these expenses in respect of freight on the Grand Trunk, the undersigned has not been able to ascertain from the Company's reports, or from any papers which the Company has submitted in reference to this postal question. On the New York Central, such expenses appear to amount to about 12  $\frac{1}{2}$  cent. of the freight earnings, and on the New York and Erie to 16  $\frac{1}{2}$  cent.† These estimates may or may not be applicable to the case of the Grand Trunk; but when we consider all the appliances of elevators, warehouses, offices, stations, wharves and the like, which are required for carrying on freight traffic, and all the station-masters, clerks, porters, and laborers that are employed in that service, and are not concerned in carrying the mail, it seems to the undersigned impossible to resist the conviction that, considered as freight, mail matter sent over the road in charge of an officer of the Department, is of all classes that which occasions least risk, trouble, and expense to the Company, and in respect to which the Company has the smallest responsibility.

4th. It is to be remembered that the Company carries probably four times more freight eastward than westward, and a large proportion of its cars which go in the one direction full, go in the other direction empty or but partially filled. The Company, for the rates charged, not only hauls the cars eastward loaded with the freight in respect of which the charges are made, but takes back the same cars, for which, when they return empty, the Company receives no further compensation. Freight rates on railways are regulated accordingly. But the Post Office service is equal both ways, and pays equally both ways.

Under all these circumstances, the undersigned respectfully submits, whether an allowance for this part of the postal service, based on a cent and a half per train mile per ton, of the carrying capacity of the Post Office compartment—say  $3\frac{1}{2}$  tons—would not, when compared with the rates paid by the general public, be a just and liberal compensation for the present mixed train service?

The undersigned would add that, while the reports of the Company do not give the means of making an exact calculation, yet, having reference as well to the fact of so much more freight being carried eastward than westward, as to the other considerations which have been

\* Blue Book, p. 54.

† See New York State Engineer's Report for 1862.

mentioned, the undersigned is inclined to think that the actual earnings per mile run of all the Company's freight and mixed cars for a year, average less than a cent and a half per ton of their carrying capacity.

So much for the mails by mixed trains. There is greater difficulty in applying freight rates to the fast passenger trains, as the Company does not usually carry freight on these trains. Fast passenger trains cost more to run than slow freight or mixed trains of equal weight, and are in some other respects more costly than freight trains. The rates must therefore be higher. But how much higher? If 75 per cent. is too small an addition to the ordinary freight rates, what larger percentage should be added to these? The Company having made no voluntary suggestion on this point, the undersigned applied to the manager for a statement of the comparative expense of running passenger and freight trains per mile.\* Mr. Brydges gave to this request the following reply †:—"The accounts of the different companies are not kept so as to show the comparative cost of running passenger and freight trains, and it is not possible to refer to any statistics which would shew this accurately." Mr. Brydges then proceeds to shew that the cost of running fast passenger trains is, in certain particulars, considerably greater than the cost of running slow freight trains,—a fact about which, assuming the trains to be of equal weight, there is no doubt. The only question is what, as nearly as possible, the difference is in general, or is in the case of the Grand Trunk? And what advance on the rates of freight per ton or per cwt., by the Company's freight trains, would be a fair compensation for the difference? On that point the Company's manager answers merely, that "the accounts of the different companies are not kept so as to shew it," and that "there are no statistics which shew it accurately." Railway men, however, are, no doubt, familiar with calculations and comparisons of this kind. They are necessarily involved in determining what passenger rates and what freight rates respectively will pay. Most of the particulars necessary to be known, with a view to the calculation, are annually reported by many or most of the United States railways. The annual reports of the State Engineer for the State of New York, put together many of them, so far as relates to that State.‡

The undersigned also asked for certain other statements which he thought might, amongst other things, enable this calculation to be made with a sufficient degree of accuracy for the present purpose; and as these were not given in the manager's paper of 21st July, the undersigned transmitted to Mr. Brydges the following telegram:—

"QUEBEC, 28th July, 1863.

"C. J. BRYDGES, Esq.,

"Montreal.

"I find I cannot do without the two statements mentioned in number twelve of my memorandum, and which you have not yet sent. I presume they will give returns for '62 (sixty-two) of mileage of passenger trains:—

"Cost of passenger trains,—earnings of same,—total earnings of road,—total cost of working,—cost of maintenance of permanent way,—average number of cars in train.

"Also, cost of the following, per mile run, by engine, distinguishing passenger from freight service, if possible, namely:—

"Fuel,—engine repairs,—car repairs,—engine men,—train hands,—oil and waste.

"I will need this information, and I must have a day or two to digest the statements before you come down; but I will lose no time, and will telegraph you.

"O. MOWAT."

Mr. Brydges telegraphed the following reply:—

"MONTREAL, 28th July, 1863.

"Hon. O. MOWAT.

"Your message received. The two statements you want will come down by express to-night. I thought you had them, but it appears they were forgotten to be put in the parcel. I will also send you our reports for the last two years, which give all the information we can supply. Our accounts are not kept in the divisions you ask for, which appears a copy of the State Engineer's Report for New York.

"C. J. BRYDGES."

\* Memo. of July, 1863, § 5 and 6.

† § 6 of memo. of 21st July, 1863.

‡ See, also, Cyclopædia of Commerce—title, "Railways."

On the same day the manager wrote a letter to the undersigned to the same effect. The following is an extract from this letter :—

“It is impossible for me to give you the average number of cars on each train, because we have no returns which shew that information; nor can I give you our expenses divided in the manner you ask, for the reason that our returns are not made out in such a way as will enable us to give the information you want.

“Your demand is evidently based upon the mode in which returns are rendered to the State Engineer of New York; but as our statistics are not arranged in that way, it is impossible for me to give you what you want.”

In the absence of the information sought for, to compare the expenses of passenger trains with the expenses of freight trains on this railway, it is necessary to resort to another method of estimating the proper compensation for the conveyance of mails by the passenger trains, and with this view the undersigned proceeds to consider the Grand Trunk manager's second answer to the calculation suggested by the Postmaster General's Report for 1858.\* This second answer is as follows :—

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

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

“One-third of an ordinary car accommodates *twenty* persons; and if that space were devoted to passenger purposes, instead of to yours, it would produce to us, between Montreal and Toronto, a sum of \$125,200 per annum, at the ordinary rates of fare, which, for that distance, is equal to \$375 per mile of railway per annum.”

In the elaborate letter of the president, Mr. Watkin, to the late Postmaster General, dated the 26th November, 1862, that gentleman corrects one of the exaggerations of this statement, namely, that relating to the number of passengers the Post Office compartment would accommodate. Mr. Watkin says,† “These Post Office cars are run with passenger trains. If used for the ordinary passenger business of the Company, they would accommodate at least *sixteen* passengers, whose fares, at the regular rate between Montreal and Toronto, would produce, on that district alone, upwards of \$100,000 a year, or at the rate of more than \$300 per mile of railway per annum.”

These calculations are founded on the assumption that passenger rates are three cents a mile each way. The fares of twenty passengers, at three cents a mile, passing over the road each way on every day of the year except Sundays, would be equal to \$375 per mile per annum, as stated by Mr. Brydges, and of sixteen passengers, would be equal to \$300 a mile per annum, as stated by Mr. Watkin, for a single daily service each way. These gentlemen claim, however, that this rate is too low for the mail service; but it does not appear that railways elsewhere have ever pretended that railway companies, when carrying mails by their ordinary passenger trains, are entitled to charge the Post Office at rates equal to what first-class passengers occupying equal room would pay, according to the ordinary passenger fares. The contrary is, indeed, assumed throughout the evidence before the House of Commons, and in every other document that the undersigned has seen. It is perfectly clear that, if we are not to pay more than the general public pay for a corresponding amount of service, we ought not to pay at full passenger rates. The claim, indeed, is so opposed to settled principles that it could hardly be seriously urged, except in connection with the strange statement of the Company's agents, that their ordinary passenger trains are special trains hired by the Post Office, and their hours, speed, and other arrangements regulated by the Post Office, the fact being entirely the reverse. The calculation is subject also to the following further observations :—

*First.* The Company's agents, in one part of their argument, refer to the risk of having to make compensation to passengers in the case of an accident, as an important element in the question of postal compensation.‡ In reference to the present argument, it is proper to observe that in the postal service the risk, whatever it amounts to, is confined to one or occasionally two persons in a train at a time, or, in other words, is from six to twelve or fourteen times less than if the Post Office car was filled with passengers.

\* Letter of 2nd October, 1862, Blue Book, p. 67. † Blue Book, p. 83. ‡ Blue Book, p. 42.

*Second.* A first-class passenger car is more costly than the Post Office car or compartment, in proportion to the size of each.

*Third.* Then again, if we are to proceed upon the passenger rates as the basis of our calculation, we have to remember that each passenger travels, on an average, over only a portion, and perhaps a small portion, of the whole line; and the necessity of receiving so many small payments, of supplying tickets, keeping accounts and books, &c., &c., involves expenses with which the carriage of mail matter has nothing to do. A passenger business also involves many other items of expense peculiar to the passenger traffic, and which have to be considered in the rates charged to passengers. The undersigned has no means of ascertaining what such expenses come to on the Grand Trunk, in the case of its passenger traffic, any more than in the case of its freight traffic. The amount in the case of passengers is less than in the case of freight. On the New York Central, already referred to, such expenses seem to come to 6 per cent., or very nearly the fare of one passenger out of sixteen; and on the New York and Erie, to 8 per cent. of the passenger earnings, or very nearly the fare of one passenger out of twelve.\* On the other hand, almost the only expenses attending mail matter are the fitting up, warming and lighting of the Post Office compartment, and the haulage. The incidental expenses are less than of any other description of business.

*Fourth.* The calculation also overlooks the fact, that for every passenger the Company has to provide for a corresponding amount of baggage room, and that the Post Office compartment would not hold 16 passengers with their luggage. The Post Office compartment would contain, say, either 3½ tons of heavy freight, or 16 passengers without their baggage. This in effect gives each passenger as much room as, say (in round numbers) 450 pounds of such freight would occupy. Now each passenger is entitled to 50 lbs. of baggage; so that the baggage of nine passengers would take up the room of one passenger. Hence the compartment would not contain quite 1½ passengers and their baggage. But it is apprehended that baggage is more bulky than this calculation assumes, and that the compartment would not contain 3½ tons of baggage.

*Fifth.* The calculation of the Company assumes that three cents a mile is the Company's average charge for passengers, while, in fact, that is the maximum rate for first class passengers. The charge for second class passengers, by the same train, is two cents a mile, and the average over the whole line is considerably less than three cents a mile for even first class passengers.

*Sixth.* The calculation assumes that the carrying of the mails involves the exclusion of so many passengers as the space reserved for the Post Office would contain, the truth being the contrary of this, as Sir Rowland Hill observed in his evidence already quoted; and the mails, in point of fact, not excluding any passengers. The Company provides other accommodation for as many as are expected to present themselves.

*Seventh.* The Company's argument, proceeding on this error, omits all allowance for the constancy of the Post Office service, or for "continuity of custom" (to use the technical phrase); though it is obviously necessary to allow for this, and though it is admitted by railway authorities everywhere, that, in estimating the rates the Post Office should pay, this peculiarity should be taken into account, and that "considerable weight" should be given to it. The calculation, in omitting this allowance, assumes that for every space of the size of the Post Office compartment in their trains, during the whole year, the Company receives the full fares of the number of first class passengers it would accommodate; the fact being that, taking the average of the whole year and of all the passenger trains over the whole line, the Company hardly receives one-fourth of what is so claimed. Every traveller knows that passenger trains are very seldom, if ever, full over the whole road; that, on the contrary, they are sometimes nearly empty over the whole road; and that the number of passengers greatly varies, as passengers enter and leave at the various stations along the line. The uncertainty thus existing, as to the number of passengers to be carried and the variation in their number on different portions of the line, make it necessary for the Company to provide for the maximum number which may demand accommodation, and the consequence is, that taking an average of all the passenger trains for a year over the whole line, the space actually occupied and paid for is ascertained by calculation to be less than a fourth of that provided. The Company thus

\* See Report of State Engineer, State of New York.

hauls four times as much weight as is utilized. This is a necessary incident of ordinary passenger service on railways; and the rates which railways charge to individual passengers are fixed with reference to it. The weight of the passengers is a very small per centage of the weight of the trains; and it is nearly the same expense to the Company whether the accommodation the company provides is actually made use of or not. If mails were despatched by a Post Office car but once, on an average in four or five trips, and there was no certainty as to the days or trips on which a Post Office car might be called for, or at what station along the line, or for how many miles it would be required, the railway, in order to be prepared with the necessary accommodation when required, might have to haul a Post Office car on every trip from one end of the line to the other, and might (subject to other considerations already referred to) claim, whenever a Post Office car happened to be used, to be paid for the Post Office compartment at the same rate as casual passengers would pay for the like space, if fully occupied during the same trip or during such portion of the trip as the Post Office car happened to be made use of. But, on the other hand, any part of the business of the railway which is certain, diminishes to a corresponding extent the yearly average of unoccupied room. If making no allowance for these considerations, we were, in the case of the mail service, to take the ordinary railway tariff rates as our guide, the mail service by the passenger trains would, by reason of this error alone, be in effect paid for at more than four times the rate of the railway earnings from the ordinary service, and would yield the railway more than four times the profit. But this would be against the proper rule, the utmost which railways elsewhere profess to claim being (as already shewn) that the profit to the railway should be the same in respect to the services rendered to each class of customers, namely, to the general public and to the Post Office Department.

What is the exact allowance which should be made in reference to the constancy of the service in any case, it may not always be easy to determine with certainty. But a fourth or fifth of the ordinary rates is as near a proportion as could be gathered from the facts which have come to the knowledge of the undersigned respecting season tickets, should the analogy of season tickets be relied upon.

It will be remembered that, from the evidence already quoted in this report, we learned that British railway officials say the allowance should be considerable; and that Lord Canning referred to the difference between the prices of single tickets and season tickets respectively on the Brighton railway, as illustrating the allowance which would be just. Season tickets in that case appear to have been at the rate of one-sixth of the charge for single tickets.

The undersigned has not been able to collect many additional facts in reference to season tickets. He happens to be aware that, while the railway fare between Washington and Baltimore (40 miles) is for a single ticket \$1.50 or nearly four cents a mile, and a return ticket costs \$2 for the trip both ways, a season ticket for half a year is only \$75, and for a whole year \$125. If expected to be made use of but once a day except Sunday, the former of these rates would be a little more than one cent a mile, and the latter a little less than one cent, as against four cents for a single trip; and if the tickets are assumed to be made use of in going and returning every day, the rates would be about half a cent a mile to the holder of a season ticket, as against 2½ cents a mile to the purchaser of a single return ticket. There are six passenger or express trains daily each way on this route, and the distance is performed in two hours or less.

The undersigned has also found a list of the comparative prices of three months' tickets on the Boston railways in 1857, as given in a railway journal at that time. From this list it appears, that while the price of a season ticket for two miles varied from \$9 to \$12, or \$4½ to \$6 a mile, the rate per mile diminished as the distance increased for which the season ticket was taken. A three months' ticket for ten miles cost about \$2 a mile; for twenty miles, \$1½ a mile; for 45 miles, \$1 a mile or less; and for seventy-four miles, the longest distance mentioned in the table, about 58 cents a mile, or about one-eighth of the season ticket rate per mile for the shortest distance named. No doubt, the railways, in fixing these rates for the long distances, assumed that the tickets would not be used every day by every purchaser.

By a Nova Scotia railway time table, published for 1862, the undersigned finds that the fare between Halifax and Windsor (45 miles) for a single first-class ticket, was \$1.35

or three cents a mile, but a quarterly season ticket was only \$9.50, and a half-yearly season ticket \$15. So, the fare between Halifax and Truro (63 miles) is stated to be \$1.83, while a quarterly season ticket was \$12.50, and a half-yearly but \$20. These half-yearly season tickets are equivalent to about a ninth of a cent per mile run, or about 1-28th of the charge for single tickets. Should these tickets be used on an average once a week, the cost to the holders would still be less than a fourth of the cost to ordinary casual passengers.

*Eighth.* Part of the service which the undersigned has classed with the passenger train service, is performed by trains which also carry freight, though their speed is more nearly that of the Company's express trains than of freight trains, and is greater than that of freight trains in other countries, as well as here. The Company could not afford to carry their freight, generally, at this speed at the existing rates, though the Post Office rate for these trains should not be so great as by the more speedy passenger trains, which carry no freight except for the express company.

On the other hand, the railway service may be improved during the next four or five years by the substitution of express trains for mixed trains, as the general business of the Company increases and demands such additional accommodation. The rate fixed may properly have some reference to this expectation, as it is not desirable, in the interest of either the Province or the railways, that the question of railway mail allowance should be opened more than once every four or five years.

Taking all these considerations into account, and endeavoring to give to each of them its due weight, neither too much nor too little, the undersigned submits whether a rate of compensation, based on a fraction over the fares of three first-class passengers, according to the present service, by passenger trains with a post office car, would not be a just and liberal compensation to the Company, and would not allow a sufficient margin for the improvement of the service, on an average of the period referred to.

It is proper to observe here, that it seems always to have been found more convenient for the Company that the allowance, however arrived at, should, in form, be so much per mile of railway per annum, rather than so much per mile run. It was in this form that the Company's offer in 1853 was expressed, and that their charges thence until 1861 were made. Indeed, neither in the offer nor in any of the accounts (except for the third quarter of 1861, in which part of the service was charged for at \$55 a mile), was any difference made even in regard to the number of the Company's daily trains of which the Post Office should make use; nor in regard to the class of trains; nor as to whether the service was a day service or a night service; nor whether a post office car should always be used or not. A fixed sum per mile of railway per annum, irrespective of these considerations, was what the Company proposed; and as long as the Company rendered accounts at \$110 a mile, they made no additional charge for carrying the ocean mail bags through the State of Maine. The Order in Council of 1858 also named rates per mile of railway per annum, but distinguished between night and day trains, allowing more for the former when used than for the latter; and distinguished also between mails which it might suit our convenience to send with a post office car and those which it might suit postal purposes to send without a post office car, making a different allowance in either case. The Order made no difference of rates for the service by mixed trains and passenger trains respectively, and contained no provision as to special trains when these might happen to be required. The arbitrators too seem to have intended naming a rate per mile of railway per annum, and to have purposed including in such sum, compensation, as well for the special service and side service which they contemplated the Company's rendering, as for carrying the ocean mails through the State of Maine; so that there should be no separate and distinct charges made from time to time for any of these services. This, at all events, was the form which the Company's arbitrator contemplated that the award should adopt.\* The arguments in the Company's papers also seem to contemplate a rate per mile of railway per annum for the use of all its trains, or of so many as the Post Office should find it convenient to make use of. The United States railway mail rates are all in this form.

The undersigned is disposed, therefore, to assume that separate allowances for night and day trains respectively need no longer be attempted, so far as relates to the Grand Trunk; and that it will be convenient to name a sum per mile of railway per annum for

\* Blue Book, page 50.

each daily service with a post office car, whether it be by the Company's mixed trains or by their ordinary passenger trains, leaving, as hitherto, the services without a post office car, and by special trains, respectively, to be charged separately.

In this view the undersigned submits, for the consideration of His Excellency in Council, that for the mail service on this railway, when a post office sorting car is used, an allowance, based on the rate of 5 cents per mile of the present run by mixed trains, and 9½ cents per mile of the present run by passenger trains, would leave a reasonable and sufficient margin for a somewhat improved service, and would be dealing at once liberally towards the Company and justly towards the Province. At these rates, the aggregate amount for a year, according to the present mileage, would stand thus:—

Present mileage by passenger trains, 677,332 @ 9½c. = \$62,653.22

Do. by slow mixed trains, 156,590 @ 5c. = 7,825.00

Total ..... \$70,478.22

These rates give an average of nearly 8½ cents per mile run for the service by trains with a post office car.

To express, substantially, the same result in form of a rate per mile of railway per annum, an allowance of \$100 per mile of railway per annum for a double daily service each way, with a post office car wherever we have such a service, viz:—

On 460 miles, would give ..... \$46,000.00

And \$60 per mile of railway per annum for a single daily service, with a post office car whenever we have but one service, viz., on 412 miles, would give . . . . . 24,720.00

Total..... \$70,720.00

It will be remembered that Mr. Moffatt's estimate per mile run for the whole existing service was 9½ cents, including an allowance for an additional amount of mail mileage; and his estimate for mileage beyond two complete daily services was six cents per mile run. The former of these rates was based on the average of the leading American railways; but Mr. Moffatt proposed to give the rates he named for the service by mixed as well as by express trains, and for the carriage of through bags without a post office car, however small their weight as compared with the weight of the through bags conveyed in the same way on the American railways, as well as for the carriage of our mails in a post office car.

The undersigned has said nothing hitherto of the allowance which is made by the Order in Council of 1858 for through bags sent by the Company's ordinary trains without a post office car, namely, two cents per cwt. per mile run. The Company has a certain amount of responsibility and trouble in the conveyance of these bags, from which the conveyance in a post office car, under the charge of a post office clerk, is exempt. But the undersigned does not perceive that the Company anywhere suggests that the rate named in the Order in Council for this service is too low. Indeed the undersigned has already had occasion to point out that a similar service on the United States railways, where a much greater weight of mail matter is despatched in this way, is notwithstanding spoken of by the Company's officials as of no moment, and as sufficiently compensated for by a payment by the Government to the Company's baggage-men who have charge of these mail bags.

By a Bill which the British Government introduced in 1857, it was proposed, amongst other things, "to give the Postmaster General the right of sending the mails by ordinary trains, in charge of the railway guards, at three farthings per mile for every 112-lbs. average aggregate weight." This the Duke of Argyll, then Postmaster General, and his colleagues thought a reasonable rate, and the following is an extract from a Report of the Board of Trade, in the same year, relating to this kind of service:—

"My Lords have carefully considered the remarks made by Mr. Gregory upon this subject, and they have caused several of the statements published by the Metropolitan railway companies, of the charges for the conveyance of parcels and newspapers, to be collated into a table, a copy of which is enclosed.

\* See appendix to the Imperial Post Office Report for 1857, p. 53.

"These charges include an amount for collection and delivery, *i.e.*, terminal expenses from which the service for the conveyance of letter-bags is free. The letter-bags are brought to, and fetched away from, the stations by the Post Office servants, and the only duty which the railway Company's servants are required to perform in respect to them, is to lay them on the platform at the proper station.

"Under these circumstances it appears to my Lords that  $\frac{1}{2}$ d. or  $\frac{3}{4}$ d. per cwt. per mile would be ample remuneration for this service."

In connection with this, the fact already referred to is to be remembered, namely, that Mr. Brydges informs us the charges for both freight and passengers are higher in England than in Canada.

The following observations are added to the Report of the Board of Trade, on the authority of the Postmaster General: "These charges are based on the principle that the Post Office is to have no pecuniary advantage over the general public; that *it is to pay at rates calculated upon the actual charges upon the traffic of the public, with no other deduction than that which is due for regularity and continuity of service.* The Post Office would exercise no control whatever over trains employed under this clause, and would require no notice of alterations. A comparison of those rates with the return-ticket charges for second-class passengers and their baggage, will shew, that, for equal weights, they are *at least as high.* Several mails have recently been established at parcel rates, the cost of which, reduced to a mileage, varies from a seventh of a penny to a half-penny per mile."

The undersigned assumes, under all the circumstances, that the Company has no ground of complaint against this part of the Order in Council of 1858. The charges under it will probably amount to \$7,000 a year, making, for the whole regular service of 872 miles, \$77,000, or nearly \$90 per mile of railway per annum, or nearly eight cents per mile run.

The average on the United States railways, as stated in the Postmaster General's Report of December, 1862, was for the previous year about eleven cents per mile run; and in connection with this average, it will be remembered that the American rates include the side service, and that we have been officially informed these are otherwise unreasonably high.

The aggregate rate now suggested per mile of railway for the regular postal services of the Grand Trunk Company, is 28 per cent. more than the amount (\$70) which, under the Order in Council of 1858, has been credited to the Company for postal services since 1858.

In the advance which the undersigned has thus felt it his duty to suggest for the future postal services rendered by the Company he has assumed that there is no moral or equitable obligation on the part of the Province towards this Company any more than to any other of our railways, or, that if there is, it should not enter into the calculation of the postal rates we should pay.

The rates suggested do not vary a great deal from the amount which the Company is alleged to receive from the express company for an equal amount of accommodation over those portions of the line of which the express company makes use. The undersigned, however, does not profess to attach great importance to this comparison, for various reasons. The Company has not produced the contract, but Mr. Brydges suggests that the contract is an improvident one, and on terms much too low. He makes no reference, to the express companies' contracts with other railways in Canada or elsewhere, as illustrating the allegation; nor has the undersigned been able to discover the grounds on which the allegation rests. The following is what is said upon the subject in Mr. Brydges' paper of 13th July last: "The Grand Trunk Company, some years ago, made an improvident contract with an express company on terms much too low. That contract gives the Company a bonus of, now, \$40 a mile for the privilege of carrying express matter on the trains, and besides, the railway Company is paid at double the ordinary first class freights for everything actually carried by the express company. Thus, for last year, the amount paid to the railway Company was, in fact, more than (\$75 per annum) \* \* \* " "This year it will be considerably more, and so on as the business increases." On the other hand, as the Postmaster General of the United States, in his Report of December, 1854, observed, "The sums paid by express companies would be a very unfair criterion by



which to regulate the charges to be made for the conveyance of the mails. Controlled by no competition except such as it is in the power of the railroad companies themselves to present, they can pay any price which may be demanded of them, and assess it upon their customers."

It may further be observed that the aggregate rate referred to, say \$90 per mile of railway per annum, is less than has been charged to the Government by the Grand Trunk Company for corresponding services ever since 1853, and is less than has actually been paid for the period between 1853 and 1858 by the same Government as, in 1858, fixed \$70 as the rate for a double daily service thereafter.

It is less also than the Company receives from the United States Post Office on the Portland section of the road.

It is less than the Government arbitrator proposed to allow, and not half of the lowest rate that we are told the Company's arbitrator would, under any circumstances, have accepted.\*

It is less than the average rate allowed in any State of the American Union, except Iowa.

It is less than the average rate allowed the railways in England, Scotland or Ireland, though the Company insists that, for various reasons, the allowance should in fairness be higher than the highest allowed in the United Kingdom.

It is less, as the undersigned frankly admits, than arbitrators might have given, judging as well from our own experience of Government arbitrations as from the experience of Post Office arbitrations in the United Kingdom, as testified to by the Imperial authorities.

It is not one-sixth of the amount claimed by the Company in several of their papers, and in which they offer such plausible arguments to prove their due that ("taking into consideration the importance of fully maintaining the reputation of the Province for fair dealing, and for removing all possible ground for just complaint") the Government of 1861 was prepared to incur the hazard of having the postal payment fixed by an arbitration, instead of by the Governor in Council; and that the Government of 1862 felt constrained, under all the circumstances, to take the same course, subject, however, to the sanction of Parliament.

On the other hand, the undersigned is of opinion that the rate he has suggested is not less than it should be; but is, a fair and liberal rate towards the Company, as well as just to the Province.

The whole calculation on which the rate suggested is based, proceeds on principles recognized alike by the Post Office and by railways elsewhere, as the proper principle on which the calculation should be made for all railways everywhere; and the allowance suggested has been arrived at by giving due attention to what the Company states as to the passenger or freight traffic being less, and as to the working expenses being greater on this railway than on other railways, and by allowing the same effect to such considerations, in the case of the conveying of mail matter, as they have in the case of services rendered to the general public, but no more.

The amount considerably exceeds the rates formerly paid for the conveyance of the mails by stage coach between corresponding points, or than would be paid now if there was no railway, while both passenger and freight rates are less than by horse conveyance. This increase chiefly arises from the necessity which the railway system creates of using a post office sorting car on the journey.

The aggregate rate referred to is more than double what the Company receives (viz., \$42.70) on that portion of the line (64½ miles) which lies in the State of Michigan.

The sums obtained by the Company from the United States Post Office for the postal service in Maine includes an allowance for the side service, amounting to say ten per cent. of the rates paid; and if this percentage, and something less than a third, are also deducted from the United States rates for the average overcharge already spoken of, the aggregate rate, suggested by the undersigned, will be found to be not less per mile of railway than the allowance to the Company even in the State of Maine.

Further, the aggregate rate referred to is but little less than the largest sum claimed by the Great Western railway up to 1861, when the claim of the Grand Trunk stirred up most of the other railways of the Province.

\* See Blue Book, page 86.

Further, the aggregate rate referred to (\$90) is, per mile of railway, more than the allowance on the railways of Iowa, New Hampshire and Wisconsin, after allowing ten per cent. for the side service performed for the rates paid to the American railways.

But, deducting also a third from the United States rates, in order to make them fair and just, the aggregate rate suggested would somewhat exceed the average in Maine, Illinois, Indiana, Pennsylvania, Michigan, Massachusetts, New York, Vermont and Delaware, and would be nearly the same as the average in New Jersey, Connecticut and California. It would only be much exceeded by the railways of Missouri and Maryland. The railways in the possession of the Confederate States are not referred to in this statement.

In pointing out all these comparisons, the undersigned, at the same time, respectfully submits that, for the reasons he has fully set forth in a former part of this report, nothing could be more uncertain than a calculation originally based on the mail rates paid elsewhere; whether, for this purpose, the highest were assumed, as the agents of the Grand Trunk suggest; or whether averages were proceeded upon—a course which might seem less absurd; or whether the lowest rates paid elsewhere were taken—a method which nobody insists upon; or whether, before applying the American rates, we should or should not make such general corrections as those the undersigned has just suggested. It seems to the undersigned that such a mode of calculation would not be more useful than an attempt to judge of the just value of a house in Quebec or Toronto, by pointing out the cost of the best house in London or New York, or by taking the average price of the houses in either of the latter cities, or by inquiring for the value of the least costly of them. There may appear, on a cursory examination, to be greater hopefulness in comparing the services on the Grand Trunk with those of some one or more specified railways elsewhere. But even this will be found not more useful than it would be to value a house, of which we know all the particulars, by the actual cost of some house elsewhere of which our knowledge was imperfect and defective. But such comparisons may perhaps affect the conviction of some as to the probable accuracy of a rate arrived at by a more legitimate method, when they perceive how far the result agrees with, or differs from, the charges paid elsewhere.

On the whole, the undersigned is of opinion that, while arguments of considerable plausibility may be found against any rate that could be specified, the rate he has suggested is as near the proper rate as the materials hitherto provided make it possible to arrive at. At all events, having endeavored to investigate the matter with judicial impartiality, he has failed to satisfy himself that the Grand Trunk can justly demand more, or that the Post Office can, for the future, justly expect to pay less.

The observations of the undersigned have been confined to compensation for the future. The undersigned does not affirm that the rates fixed in 1858 were inadequate. That would depend on an exact inquiry into the rates paid every year since then by the general public, and, on a comparison with those, of the services from time to time rendered by the railway to the Post Office during the same period. But in the absence of any gross and obvious error either way, it will probably be considered a just and wise policy, in view of the interests both of the Province and of the Company, that the rate should never, by any proceeding, be enhanced or diminished retrospectively; for if it may be increased retrospectively, why should it not likewise be diminished retrospectively? A former Government went so far as to allow the Company the full amount charged by the Company from 1853 until the date of the Order in Council of 1858, though such rate was more than 50 per cent. beyond what that Order fixed for the future. Now the rate suggested is an increase on that hitherto in force, though the difference between the two is not so great as between the amount allowed for the past and that fixed for the future in the former case. There would be no end to agitation or discussion if successive Governments were at liberty to unsettle the allowances made for past services by their predecessors.

All which is respectfully submitted.

(Signed),

O. MOWAT,  
Postmaster General.

GRAND TRUNK RAILWAY OF CANADA,  
MANAGING DIRECTOR'S OFFICE,

Montreal, 6th May, 1863.

DEAR SIR,—Referring to our discussions on Saturday last, when Mr. Sandfield Macdonald and Mr. Foley were present, I now beg, in accordance with my promise, to put on paper the times at which the trains upon this railway will run during the coming summer, commencing on Monday, 18th May:—

WEST OF MONTREAL.

*Eastward.*

Leave Detroit (Chicago time) at	- - - - -	6.10 a.m.	6.10 p.m.
Leave Sarnia (Toronto time) at	- - - - -	9.20 a.m.	9.15 p.m.
Arrive Toronto (Toronto time) at	- - - - -	4.20 p.m.	5.30 a.m.
Leave Toronto (Montreal time) at	- - - - -	5.15 p.m.	7.00 a.m.
Arrive Montreal (Montreal time) at	- - - - -	9.00 a.m.	10.30 p.m.

*Westward.*

Leave Montreal (Montreal time) at	- - - - -	7.30 a.m.	6.00 p.m.
Arrive Toronto (Montreal time) at	- - - - -	11.15 p.m.	10.00 a.m.
Leave Toronto (Toronto time) at	- - - - -	11.15 p.m.	10.00 a.m.
Arrive Sarnia (Toronto time) at	- - - - -	5.50 a.m.	5.25 p.m.
Arrive Detroit (Chicago time) at	- - - - -	8.30 a.m.	8.10 p.m.

EAST OF MONTREAL.

*Eastward.*

Mixed train from Montreal to Island Pond at	- - - - -	8.30 a.m.	
Express from Montreal at	- - - - -	3.30 p.m.	
Arriving at Quebec at	- - - - -	10.00 p.m.	
Way train from Montreal at	- - - - -	5.00 p.m.	
Arriving at Island Pond at	- - - - -	12.00 midnight.	
A mixed train will leave Richmond for Point Levy at	- - - - -	4.30 a.m.	
Arriving at	- - - - -	12.00 noon.	
A freight train will leave Montreal at	- - - - -	11.00 p.m.	
Arriving at Richmond at 4.00 a.m., and by this train through-bags for Quebec can be taken from the Western train arriving at Montreal at	- - - - -	10.30 p.m.	

*Westward.*

Express train from Point Levy at	- - - - -	3.30 p.m.	
Arriving at Montreal at	- - - - -	10.00 p.m.	
Mixed train from Point Levy at	- - - - -	6.00 p.m.	
Arriving at Richmond at	- - - - -	1.00 a.m.	
Mixed train from Island Pond at	- - - - -	9.00 p.m.	
Arriving at Montreal in time to connect with day train West, at	- - - - -	7.00 a.m.	
This train will pass Richmond at 2.00 a.m., and can take mail matter from Quebec line to the day train from Montreal West.			
Way train from Island Pond at	- - - - -	7.00 a.m.	
Arriving at Montreal at	- - - - -	2.00 p.m.	

By the foregoing arrangements there will be two daily continuous train between Detroit and Montreal, and trains between Montreal and Quebec, making direct connections between the latter city and every post office to the west of it, without delay at any point.

I hope that the extent of our traffic, and the arrangement of the Postal question, will justify our continuing this large amount of accommodation both to the public and the Post Office Department.

The changes I have mentioned will go into operation on the 18th instant.

Yours truly,  
(Signed) C. J. BRIDGES.

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

## GRAND TRUNK RAILWAY OF CANADA.

MANAGING DIRECTOR'S OFFICE,

Quebec, July 11th, 1863.

MY DEAR SIR,—Referring to the interview I had with you this morning, I now send you a memorandum with reference to the points which we discussed.

I will call upon you in the course of the day, and shall be happy to give you any further information in my power upon any matters which may occur to you with reference to the postal matter.

Yours very truly,

(Signed,)

C. J. BRYDGES.

Hon. O. Mowat,

Postmaster General.

## MEMORANDUM FOR THE POSTMASTER GENERAL.

QUEBEC, 13th July, 1863.

The advances made to the Grand Trunk Company by the Province have been commonly treated as so much gain to the Company and loss to Canada, and most public men, and newspaper editors, have fallen into this view.

The facts, however, lead to an entirely opposite conclusion.

The Parliament of Canada, in consideration of the advances of £3,112,500 stg., insisted upon the Company making and completing certain portions of railway not desired by the Company, and commercially of worse than no value to it.

They were compelled to build the line from Quebec to Rivière du Loup, a distance of 118 miles, costing not less than £1,180,000 stg.

They were compelled to advance £100,000 to lines in Western Canada, for which not one farthing of interest has ever been received.

They were compelled to make the line from Three Rivers to Arthabaska, at a cost of £200,000, which is not yet open, and if opened will not pay the cost of working.

They were compelled to assume the Quebec and Richmond line into their system, although not any part of the main line. It has cost upwards of £1,000,000 stg.

In these four items only there is a gross sum of £2,480,000, not any part of the lines made by it being part of the original Grand Trunk Railway, which was chartered as between Montreal and Toronto. It might be easy to shew that much more than the difference between £2,480,000 and £3,112,500 has been expended by the Company owing to Parliamentary pressure, and which was not commercially either necessary or profitable.

The £100,000 for lines in Western Canada is simply lost. The £200,000 for the Three Rivers line is in the same position, with the disadvantage of involving an annual loss when the road is worked.

The line from Quebec to Rivière du Loup does not pay the cost of working, and taking into account the constant depreciation of the road, the traffic upon the line from Richmond to Rivière du Loup does not do more than cover the expense of working. Here then is £2,480,000, the expenditure of which Parliament forced upon the Company as a condition of the advances, absolutely and wholly worse than unproductive.

On the other hand, what has been the benefit to Canada, of the making of these lines? Between Quebec and Rivière du Loup, the country, before the railway was opened, never exported anything; simply growing what was needed for its own consumption. Now oats and barley are being cultivated for export; last year about 150,000 bushels were shipped from the line, and the quantity of land under cultivation this year has largely increased. Potatoes and other vegetables are now brought in large quantities to Quebec, as well as cattle, calves, &c. Saw-mills have been erected at two places, and this year considerable quantities of lumber will be brought to the Quebec market. The foreign money thus brought into the district is, of course, increasing the wealth of the people and largely added to their consumption of dutiable goods.

Then as regards the line from Richmond to Quebec, the country was, before the railway, mainly settled along the river, the settlement extending, probably, not more than ten miles back. The railway runs an average of thirty miles from the river. It has, therefore, opened up an entirely new district of country, not previously accessible. Villages have sprung up where nothing but trees, a few years ago, were to be seen. Large numbers of

settlers have taken up lands, and are increasing every year; saw-mills, in several places, have been erected; and large quantities of ships' timber, knees, lumber, &c., now find a market which previously were of no value whatever. Thus, at this time, about 150 car loads of timber of various kinds, are brought into Quebec every week, the value of which will aggregate not less than from \$150,000 to \$200,000 a year. There are also large quantities of timber sent to Montreal, Portland and elsewhere. This, of course circulates large amounts of money in the district, increases the consumption of imported goods, and rapidly settles the district.

These are large and most important advantages to Canada, afforded by the Grand Trunk Company, at an absolute loss to that unfortunate concern.

With reference to the statements made by an anonymous writer in a Toronto magazine, they are almost uniformly incorrect.

A sample of these misstatements may be found in the cases of the charges alleged to be made by the railway company for carrying express matter.

The pamphlet states that the Grand Trunk Company is paid \$25 a mile for carrying the express. Here the writer has exhibited both his unfairness and his want of knowledge.

The Grand Trunk Company, some years ago, made an improvident contract with an express company, on terms much too low. That contract gives the Company a bonus of, now, \$40 a mile for the privilege of carrying express matter on the trains, and besides the railway company is paid at double the ordinary first-class freights for everything actually carried by the express company. Thus for last year the amount paid to the railway company was, in fact, more than three times the figure stated by the anonymous writer in the Toronto magazine. This year it will be considerably more, and so on as the business increases.

It will thus be seen that whilst the payment to be made by the Post Office will be a fixed sum per mile, the Department getting the entire benefit of all the rapidly increasing Post Office business, the express people pay a fixed sum per mile as a bonus only, and then pay for every pound of express matter carried, thus giving the railway company a proportionate increase for all the express business carried on the line.

It has been stated that the Grand Trunk express contract is not considered high enough. It will be changed as soon as possible, and higher terms obtained. As a proof of this, the amount received for carrying the express on the main line of the Great Western railway in 1861 averaged nearly \$120 a mile. It is now much more and increasing.

It is an object to railway companies to encourage express companies, because it produces a growing business along the route, from the increase of which the railway company derives a benefit. Other descriptions of traffic are also promoted by express business. But in the case of the Post Office, the increase of business is profitable solely to the Department, the railways being paid at a fixed rate. All this is without taking into account the greatly larger and more costly accommodation given to the Post Office than to the express companies.

One other point may here be alluded to. The Post Office Department now pay for carrying the mails between Montreal and Rouse's Point a rate equal to \$114 a mile. For this the Company simply carry mail bags in their ordinary trains in the baggage car. The Post Office do not require any distributing car, and, except once a week with the English mails, do not send any Post Office clerk with the mail bags. Contrast this service and payment for a mere local mail with the service required on the Grand Trunk railway, and the extreme reasonableness of the sum named by Mr. Brydges to the Postmaster General on Saturday will become at once apparent.

MEMORANDUM OF SOME POINTS ON WHICH THE POSTMASTER GENERAL REQUESTED FURTHER INFORMATION FROM MR. BRYDGES, 18TH JULY, 1863.

1st. The amount of stocks and debentures of each kind as mentioned in section 19 of the Act of 1862.

2nd. The creditors interested in the postal subsidy under the 1st and 2nd sections.

3rd. Proof that the necessary proportions, under the 23rd and 29th sections, have duly accepted the Act.

4th. Passenger fares per mile on the railways in Canada, England and the United States.

5th. Freight per ton per mile on like railways.

6th. Comparative expense of running passenger and freight trains per mile in Canada, England and United States, respectively.

7th. Comparative expense of running night and day trains, respectively, in Canada.

8th. A reference to any statistics on the same subject which are in print in reference to England and United States.

9th. A more exact statement of the additional expense of using the Grand Trunk in winter, *e.g.*, the expense actually incurred in removing snow. How much of the breakage of rails, &c., is probably owing to the bad state of the rails, &c., and how much to the climate, and the grounds on which the division is made.

10th. Increased expense of working, in winter, the other railways of Canada.

11th. Same as to the railways of Vermont, New Hampshire, and northern New York, and a reference to any printed documents or books containing the information as to any such particulars.

12th. The two statements mentioned at the foot of 49 (Blue Book, 63), continued to present time.

13th. Statistics of the through passenger traffic on Grand Trunk—say particularly from Belleville and upwards to below Kingston, and *vice versa*, and from points above Toronto to points below Toronto, and *vice versa*.

14th. Of the freight and passenger traffic between Richmond and Quebec, both ways.

15th. Revenue, &c., of the road below Quebec.

16th. Opinions obtained by Grand Trunk as to the postal money being payable without deducting any sums due Government by the Company.

GRAND TRUNK RAILWAY OF CANADA,  
Montreal, 21st July, 1863.

Honorable O. MOWAT,  
&c., &c., &c.,  
Postmaster General.

MY DEAR SIR,—Since seeing you this morning, I have hastily prepared a written statement in reply to the queries which you drew out, and which we went over verbally this morning.

As you wished to have this as soon as possible, I have not waited to have it re-copied, but send it you as it is. Pray excuse, therefore, its rather rough appearance.

I am, my dear sir,

yours faithfully,

(Signed,) C. J. BRYDGES.

MEMORANDUM IN REPLY TO QUERIES BY THE POSTMASTER GENERAL.

1st. The amount of the debts of the Company, at the time of the passing of the Arrangements Act, was about £2,500,000 sterling. Of this amount, upwards of £2,200,000 has already actually been disposed of by the acceptance of bonds provided for by the Act, and the creditors have released the Company from their claims. The remainder of the debts are in process of liquidation, and will shortly be disposed of.

2nd. This is already answered by the reply to the first question.

3rd. The certificate required by the Arrangements Act, showing the acceptance of that Act by the bond and shareholders of the Company, was filed in the Provincial Secretary's office by me in the month of August, 1862, and a large majority of the bondholders have already exchanged their bonds, in the manner required by the Act.

4th. Passenger fares in Canada and the United States are usually calculated at 3 cents per mile, although in some cases where strong water competition exists, the rate is somewhat less. In England the rates are somewhat higher. The maximum rates allowed by the Acts of incorporation are—3d. sterling per mile, 1st class,

2d. " " " 2nd " "  
1d. " " " 3rd " Parliamentary.

5th. It is impossible to give the average rates per mile per ton for freight. They vary greatly in winter and summer, and according to circumstances.

The rates between Chicago and Boston and New York are the same by the different competing lines; and of course on the Grand Trunk Railway, on which the distance is longer between those points, the rates per mile are less than on the other or shorter routes.

The average rates will range from three to four cents per ton per mile.

In England the rates are higher, in some cases being as high as 4d. per ton per mile.

It is impossible to state any particular average.

6th. The accounts of the different Companies are not kept so as to show the comparative cost of running passenger and freight trains, and it is not possible to refer to any statistics which would show this accurately.

The number of persons employed on the passenger trains is greater than on freight trains, and the men themselves are of a higher class, requiring higher pay.

The carriages used for passengers are also of a more expensive nature, both as regards first cost and yearly outlay for repairs and renewals.

Passenger trains also travel at nearly three times the ordinary speed of freight trains, and the injury done both to the road and rolling stock is materially increased by the increase of speed.

A heavy freight train, running at an average rate of 12 miles per hour, will not do anything like the injury, either to the machinery which propels it or to the road on which it travels, as a light passenger train running at two and a half or three times that speed.

The cost, therefore, of working passenger trains is considerably greater than that of freight trains, besides involving much greater liability in the event of accident.

The road also requires to be kept in a better state of repair for fast travelling than for slow freight trains.

A train travelling at 25 or 30 miles per hour, receives and gives to the road much greater shocks than a train travelling at half or a third of that speed, and in order to provide for the proper comfort of passengers whilst travelling, there is a necessity for incurring greater outlay in the preparation and maintenance of the road.

7th. It is not possible to give any figures to show the comparative expense of running night and day trains in Canada, but it may be stated that were day trains only to be run, one staff at stations would be all that was necessary; but where both day and night trains are run, a double staff of men must be employed, as of course it would not be safe to leave stations, at which trains had to pass at night, without the proper persons being at those stations, to see that the switches and everything connected with the road were in proper order for the passing of trains.

The majority of accidents occur at night, thereby increasing the danger and adding to the expense of running the trains. The extra cost of running night as compared with day trains may be stated at from 15 to 20 per cent.

8th. I am not aware of any statements upon this question.

9th. Upon this point it may be mentioned that during the winter of 1861-2, 4461 rails were broken on the Grand Trunk Railway, whilst during the summer of 1862, there were no rails broken at all.

During the winter of 1862-3 there were 8046 rails broken on the Grand Trunk Railway. During the present summer 8 rails have been reported as having been broken, but upon examination it does not appear that they are real breakages, but the crushing out of rails seriously damaged during the hard work of last winter.

8046 rails represent a total weight of upwards of 2000 tons, which is equal to nearly 20 miles of continuous railway. 2000 tons represent a value of at least \$80,000. This is their cost irrespective of the expense incurred in removing them and putting others in their places. There are now being laid on the Grand Trunk Railway an average of about 100 miles of rails per annum. These rails, at the low price of \$40 per ton, cost \$400,000, less the value of the old rails, which from their battered condition is not much.

There is also, then, the expense of removing the old and putting in the new rails.

This large quantity is caused by the severe work and rigidity of the road during winter. If the same weight had to be carried during the summer, there would be comparatively a small number of tons of rails to be replaced yearly. Rails, when they break, constantly throw trains off the track. During the winter of 1861-2, 39 trains, nearly all

of which were freight, were thrown off the track on the central district between Montreal and Toronto, a distance of 333 miles, and 21 trains, also nearly all freight, were thrown off between Montreal and Island Pond, a distance of 150 miles. These runs off-caused by broken rails do a very large amount of damage both to the engines and cars, besides involving considerable expense in getting the cars on to the track again, to say nothing of the delay which is caused to other trains by the road being blocked up.

During the winter of 1862, upwards of 300 cars were thrown off the track by broken rails. No account has been kept of the cost of repairing these 300 cars; but from the serious damage which many of them sustained, as well as the damage done to the engines attached to these trains, it is a low estimate to assume such cost at not less than \$60,000.

During the winter of 1861-2, \$12,295 was expended for labourers' wages, who would not otherwise have been employed. These labourers were employed in assisting to remove the snow from the track. Engines had to be run solely with snow ploughs, and therefore earning no revenue to the Company, which run an aggregate distance of 12,893 miles. In addition to this, snow trains at various places had to be put on to remove the snow from station yards and deep cuttings; and further, during the winter of 1861-2, engines which in summer draw trains alone, had to be assisted, in consequence of the heavy state of the track from snow, by pilot engines, which piloted or assisted engines, ran, throughout the winter, an aggregate of 55,000 miles. During last winter, the number of miles run by these assisting engines was much larger.

It is obvious that whilst the track is covered with snow, engines will not haul the same load as they will whilst the track is clear; and with the present traffic of the Grand Trunk, looking at the increase which took place in the mileage of these engines last winter over the corresponding winter, it may be safe to assume that the mileage to be run by these assisting engines will not be less during the winter than 100,000 miles, which, at 30 cents per mile, which is the average cost throughout the year of running engines, will represent the sum of \$30,000. Engines, in winter, consume a great deal more wood than they do in summer, thus increasing the cost of working.

Again, the principal damage done to engines, in the breakage of wheels, tires, axles and various parts of the machinery, takes place in the winter.

No separate account has been kept of the amount expended in meeting these extra casualties, and therefore no sum can be safely stated; but inasmuch as the expenditure for the repairs of engines during the year amounts to upwards of \$300,000, the best opinion would be that at least a third of that amount was due to the unusual breakages caused by the severity of the Canadian climate. From the fact that during summer no rails at all break, whilst so many break during winter, the conclusion seems to be that the breakage arises, not from any defect in the rails themselves, but from the extraordinary severity of the climate in which they are used.

10th. The increased expenses of working other railways in Canada is not so great in winter as that of the Grand Trunk, because none of them have to encounter the same severity of climate, extending over so great an area of country; but every railway in Canada has to bear much heavier expenses in working during winter than summer.

11th. There are no printed statements, that I am aware of, with reference to the railways in Vermont, New Hampshire and northern New York, bearing upon the question asked; but if necessary, evidence can be produced from those interested in the railways in these States, to show that they do not suffer from the same severity of climate that is experienced in Canada, and that they have not to encounter the same heavy falls of snow which so frequently obstruct the Grand Trunk and so greatly add to the cost of working the road.

12th. The two statements asked for are appended hereto.

13th, 14th and 15th. These statistics are being prepared in Montreal, and will be supplied as soon as obtained. The earnings of the line below Quebec, it may in the meantime be stated, do not average \$25 per mile per week, and there is no instance known in the world, I believe, of any railway having been worked at so low a rate per mile as that.

16th. The opinions which are referred to were shown to the Postmaster General this morning.

(Signed,)

C. J. BRYDGES



GRAND TRUNK RAILWAY OF CANADA,  
Quebec, 21st July, 1863.

MY DEAR SIR,—In reading over the paper I sent you to-day, I notice a clerical error in the reply to questions 13, 14 and 15. It reads that “the earnings of the line below Quebec, it may in the meantime be stated, do not average \$25 per mile per week:” for “Quebec” please insert “Richmond.”

I am now able to give you the relative earnings for the Quebec and Richmond and the Rivière du Loup lines.

On the Quebec and Richmond, the gross earnings averaged, last half-year, \$38 per mile per week.

On the Rivière du Loup line, \$12 per mile per week.

On the whole line the average was \$25 per mile per week.

I find, also, that I understated the cost of repairs to engines and cars from the damages occasioned by the severity of the climate. I telegraphed this morning to our locomotive superintendent, and I have now before me his reply, which is as follows:—

“Two-thirds repairs to engines and cars are owing to the winter. It will take us until end of August to complete repairs belonging to last winter.”

The total cost incurred, during the year 1862, for repairs of *engines and cars* was in round figures, \$615,000. If our locomotive superintendent's judgment is correct, it follows that the severity of the climate in Canada, in winter, entails an *extra* expense upon the Company of upwards of \$400,000 a year in that one item.

Yours very truly,

(Signed,)

C. J. BRYDGES.

Hon. O. Mowat.

(Copy of telegram.)

MONTREAL, 27th July, 1863.

By telegraph from Montreal

To Hon. O. Mowat.

I have no message from you as to what time to-day you will be ready to meet me. Please say what hour will suit your arrangements. I have special engine waiting to take me down to keep my appointment.

(Signed,)

C. J. BRYDGES.

(Copy of telegram.)

QUEBEC, July 27, 1863.

C. J. BRYDGES, Esq.,  
Montreal,

Our arrangement was that you should not come until I telegraphed you. I am not quite ready; hope to be to-day, but may not be, and therefore will telegraph again, and when I am once ready, you may choose your own hour, or even day, to meet me.

(Signed,)

O. MOWAT.

(Copy of telegram.)

QUEBEC, 28th July, 1863.

Hon. Postmaster General

To C. J. BRYDGES, Esq.,  
Montreal.

I find I cannot do without the two statements mentioned in No. 12 of my memorandum, and which you have not yet sent. I presume they will give returns for '62 (sixty-two) of Mileage of passenger trains—cost of passenger trains—earnings of same—total earnings of road—total cost of working—cost of maintenance of permanent way, and average number of cars in train.

Also, cost of the following per mile run by engine, distinguishing passenger from freight service, if possible, namely—fuel, engine repairs, car repairs, enginemen, train hands, oil and waste.

I will need this information, and I must have a day or two to digest the statements before you come down, but I will lose no time, and will telegraph you.

(Signed,)

O. MOWAT.

(Copy of telegraph.)

MONTREAL, 28th July, 1863.

To Hon. O. MOWAT.

Your message received. The two statements you want will come down by express to-night. I thought you had them, but it appears they were forgotten to be put in the parcel. I will send you also our reports for the last two years, which will give all the information we can supply. Our accounts are not kept in the divisions you ask for, which appears a copy of the State Engineers's Report for New York.

(Signed,)

C. J. BRYDGES.

(Copy.)

GRAND TRUNK RAILWAY OF CANADA.

MANAGING DIRECTOR'S OFFICE,

Montreal, 28th July, 1863.

MY DEAR SIR,—I telegraphed you this morning, in reply to the message I received from you, dated yesterday.

I now enclose you copies of the statements referred to at page 49 of the printed Blue Book. I have not any Returns prepared similar to these for any later period, but I enclose you the reports of this Company for the year ending June 30, 1862, and for the half year ending 31st December, 1862, which is the last that has been published.

It is impossible for me to give you the average number of cars in each train, because we have no returns which shew that information, nor can I give you our expenses divided in the manner you ask, for the reason that our returns are not made out in such a way as will enable us to give you the information you want. Your demand is evidently based upon the mode in which returns are rendered to the State Engineer for New York; but as our statistics are not arranged in that way, it is impossible for me to give you what you want.

I hope I shall hear from you to-morrow, stating the time at which you will be prepared to see me.

I need hardly remind you that the negotiations upon this matter has been protracted already to a very great length; that the Company has suffered very great injury from the delay which has taken place; and that the injury is being continued by every day which is allowed to elapse before arriving at a settlement which will be satisfactory to the Grand Trunk Company.

I am, dear sir,

Yours very truly,

(Signed,)

C. J. BRYDGES.

Hon. O. Mowat,

&c., &c., &c.,

Quebec, C. E.

(Copy of Telegram.)

QUEBEC, August 8th, 1863.

By telegraph from Montreal,  
To Hon. O. Mowat.

I am leaving here now by special train, accompanied by Mr. Fergusson Blair, who is on his way down. It will be a very great service to me if you can see me this afternoon after arrival of train, upon the subject of our discussion. I will, if you wish it, of course, remain over Monday; but as there are important matters requiring my presence here on that day, I shall be extremely obliged if we can meet some time this evening. I hope to be in Quebec about six o'clock.

(Signed,)

C. J. BRYDGES.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council on the 12th August, 1863.

The Committee having had under consideration the mail service performed by the Grand Trunk Railway Company, advise that the said Company be allowed, from this date, at the rate of sixty dollars per mile of railway per annum, for the following service, viz:—

One daily mail service each way between Toronto and Quebec, by the Company's ordinary express passenger trains, running continuously, and without any break of connexion at any intermediate point.

One daily mail service each way between Toronto and Sarnia, and St. Mary's and London, by the Company's ordinary express passenger trains.

One daily mail service each way between Quebec and Rivière du Loup, by the Company's ordinary passenger trains.

And one daily mail service each way between Richmond and the Boundary Line, by the Company's ordinary passenger trains; such trains respectively being supplied, as hitherto, with travelling post offices, properly warmed and lighted, and comprising, as nearly as may be, one-third of a car, and exchanging mails at the way stations at which the said trains ordinarily stop.

In case the Company runs a second passenger train (express accommodation or mixed) between Sarnia and Quebec, between London and St. Mary's, or between Richmond and the Boundary Line, there be allowed to the said Company forty dollars per mile of railway per annum for each mile of railway covered by such second daily train, for the like use of the same.

The above allowances to include free passage for such officers of the Post Office Department as the Postmaster General may, from time to time, require to accompany the mails or to travel on the railway on the business of the Post Office.

Certified.

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

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

POST OFFICE DEPARTMENT,  
13th August, 1863.

C. J. BRYDGES, Esq.,  
Managing Director,  
G. T. R., Montreal.

Dated 12th August. SIR,—I have the honor, by direction of the Postmaster General, to transmit herewith, for your information, a copy of an Order in Council fixing the rate of remuneration to be hereafter paid for mail service performed by the Grand Trunk Railway Company:

(Signed,)

WM. WHITE,  
Secretary.

GRAND TRUNK RAILWAY OF CANADA.  
MANAGING DIRECTOR'S OFFICE,

Montreal, August 14th, 1863.

SIR,—I have the honor to acknowledge receipt of your letter of the 13th inst., transmitting me, by direction of the Postmaster General, a copy of an Order in Council announcing the amount of remuneration to be hereafter paid by the Provincial Government for mail services performed by the Grand Trunk Railway Company.

It is my duty at once, on the part of the Company, to protest, in the most solemn manner, against the rate of remuneration proposed to be paid.

The sums mentioned in the Minute of Council enclosed in your letter are wholly inadequate, and such as cannot, under any circumstances whatever, be accepted by this Company.

It will be my duty at once, to apply to the leader of the Government, the Attorney General West, for his permission to file, on behalf of this Company, a "Petition of Right,

to have the whole subject, connected with the payment to be made to this Company by the Government of Canada, for the postal services, referred to the legal tribunals of the country.

I have the honor to be, sir,

Your most obedient servant,

(Signed,)

C. J. BRYDGES,  
Managing Director.

W. White, Esq.,

Sec. Post Office Department.

GRAND TRUNK RAILWAY OF CANADA.  
MANAGING DIRECTOR'S OFFICE,  
Montreal, November 17th, 1863.

SIR,—I have the honor to advise you, for the information of the Postmaster General, that it is intended to make alterations in the running of the Company's trains on and after Monday, the 23rd instant.

I enclose you a list of the times of arrival and departure of trains at and from Point Levy, Montreal, and Toronto, and I will send to you, as soon as it is printed, a copy of the through time table, for the further information of the Postmaster General.

You will not fail to observe that the train for Portland leaves Montreal at 3.15 P.M. Letters, therefore, despatched from Toronto by the train on Thursday evening will reach Portland in time for the ocean steamer on Saturday.

This arrangement, I trust, will render unnecessary the running of any special train to Portland with the mails for the steamer.

I have the honor to be, sir,

Your most obedient servant,

(Signed,)

J. HICKSON,  
Acting for Managing Director.

W. H. Griffin, Esq.,

Deputy Postmaster General, Quebec.

GRAND TRUNK RAILWAY OF CANADA.

MEMORANDUM of departures and arrivals of Trains, commencing Monday, November 23rd, 1863.

POINT LEVY.

DEPARTURES—EAST.

Mixed train from Rivière du Loup..... 10.00 a.m.

WEST.

Night Passenger to Montreal..... 7.30 p.m.

Mixed for local stations..... 9.00 a.m.

ARRIVALS—FROM EAST.

Mixed train from Rivière du Loup..... 3.30 p.m.

FROM WEST.

Night Passenger from Montreal..... 7.40 a.m.

Local Mixed..... 4.35 p.m.

## MONTREAL.

## DEPARTURES—EAST.

Mixed for Sherbrooke.....	8.00 a.m.
Passenger for Island Pond and Portland.....	3.15 p.m.
Night Passenger to Point Levy.....	8.00 p.m.

## WEST.

Day Express to Toronto.....	7.45 a.m.
Night “ “ .....	6.30 p.m.
Mixed for local stations.....	10.05 a.m.

## ARRIVALS—FROM EAST.

Passenger from Portland.....	2.30 p.m.
Mixed from Sherbrooke (at Point St. Charles).....	10.20 p.m.
Passenger from Portland with Quebec passengers from Richmond.	6.45 a.m.

## FROM WEST.

Day Express from Toronto.....	12.00 p.m.
Night “ “ .....	10.30 a.m.
Mixed from local stations.....	8.30 p.m.

## TORONTO.

## DEPARTURES—EAST.

Day Express for Montreal .....	7.15 a.m.
Night “ “ .....	5.30 p.m.
Mixed for local stations .....	12.30 p.m.

## WEST.

Day Express for Sarnia.....	11.45 a.m.
Night “ “ .....	12.45 a.m.
Passenger to London.....	3.45 p.m.
Mixed for local stations.....	7.10 a.m.

## ARRIVALS—FROM EAST.

Day Express from Montreal.....	12.45 a.m.
Night “ “ .....	11.30 a.m.
Mixed from local stations.....	7.30 p.m.

## FROM WEST.

Day Express from Sarnia.....	4.45 p.m.
Night “ “ .....	6.00 a.m.
Passenger from London.....	11.45 p.m.
Mixed from local stations.....	10.00 a.m.

[Copy.]

POST OFFICE DEPARTMENT, 19th November, 1863.

SIR,—I am directed by the Postmaster General to thank you for the information conveyed in your letter of the 17th instant, as to the alteration which your Company intends to make in the running of the trains on and after Monday next, the 23rd instant.

In the latter part of your letter you suggest, with reference to the special trains hitherto run in winter with the weekly mails for the ocean steamers, under the arrangement notified in your letter, inasmuch as a train will leave Montreal for Portland at 3.15 P.M., and letters, therefore, despatched from Toronto by Thursday evening's trains, will reach Portland in time for the ocean steamer on Saturday; but I beg leave to point out to you

that a despatch of these mails from Toronto on Thursday afternoon, and Montreal on Friday 3.15 P.M., would involve a general change in the time of despatch of correspondence for these mails from all sections of the country, including the North-Western States, so disadvantageous as compared with the arrangement hitherto in operation, as to be likely to seriously prejudice the route.

For several years past these mails have, during the Portland season, left the principal point as follows:—

Chicago .....	Thursday morning.	Toronto .....	Friday morning.
Detroit .....	Thursday evening.	Kingston .....	Friday afternoon.
London .....	Thursday afternoon.	Montreal .....	Friday night.
Hamilton .....	Thursday night.	Quebec .....	Friday afternoon.

And the change under consideration would be—

Chicago .....	Wednesday evening.	Toronto .....	Thursday afternoon.
Detroit .....	Thursday morning.	Kingston .....	Thursday night.
London .....	Thursday morning.	Montreal .....	Friday afternoon.
Hamilton .....	Thursday morning.	Quebec .....	Thursday evening.

Involving, as a general result, the difference of nearly a day in most cases.

The Postmaster General trusts, therefore, that you will be able to provide for a continuance of the arrangements under which the mails for the steamships have hitherto been despatched from Montreal for Portland on Friday night, after the arrival of the Friday day train from Toronto.

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

GRAND TRUNK RAILWAY OF CANADA.  
MANAGING DIRECTOR'S OFFICE,  
Montreal, November 23rd, 1863.

SIR,—I have the honor to acknowledge the receipt of your communication, dated the 19th, in reply to my letter addressed to you on the 17th November.

I regret to find that the Postmaster General does not consider that the train arrangements, of which I have already advised you, are such as to render unnecessary the running of a special train in connection with the ocean steamers sailing from Portland weekly (on Saturdays), as it would be much more satisfactory to the directors that the mails should be carried by the ordinary trains than by a train run specially for that purpose.

I am now to advise you, for the information of the Postmaster General, that the Company will be prepared to run a special train from Montreal to Portland, leaving here after the arrival of the day-train leaving Toronto on Fridays, on payment of the charge which was mentioned in a previous communication from Mr. Brydges to the Department, viz., one dollar per mile.

I shall hope to hear from you, in time to allow me to make the necessary preparations for Friday's mails, that the arrangement is satisfactory to the Postmaster General, and that the rate I have mentioned for this special service will be paid.

I have the honor to be, sir,

Your most obedient servant,  
(Signed,) J. HICKSON,  
Acting for the Managing Director.

W. H. Griffin, Esquire, &c., &c.,  
Deputy Postmaster General, Quebec.

[Copy.]

POST OFFICE DEPARTMENT,  
Quebec, 24th November, 1863.

SIR,—I have the honor to acknowledge your letter of yesterday's date, apprising the Postmaster General that your Company will be prepared to run a special train from Montreal to Portland every Friday night, with the mails for the Canadian ocean steamer sailing from Portland on Saturdays, on payment of one dollar per mile for such special trains; and I am to say, in reply, that the Postmaster General thanks you for thus arranging to comply with his request, and that he agrees to the special rate demanded, for the present.

(Signed,)

W. H. GRIFFIN,  
Dept. P.M.G.

J. Hickson, Esq.,  
Grand Trunk Railway, Montreal.

[Copy.]

POST OFFICE DEPARTMENT,  
20th November, 1863.

J. HICKSON, Esq.,  
Grand Trunk Railway,  
Montreal.

SIR,—The Postmaster General is informed that the *North American* reached Portland yesterday at 5.45 P.M., but that your railway will only forward the mails brought by that vessel for Canada and the United States, from Portland to Montreal, by the ordinary train of one o'clock P.M. to-day. It has been the practice of your railway, every winter season, to forward the mails received at Portland by the Canadian ocean steamers, by special train, whenever the ship arrived, between one o'clock P.M. and a certain hour at night—generally 11 P.M.—for which accommodation the P. O. has always paid specially, and no notification has been received of any intention on the part of the railway to depart from the practice.

The operation of the detention, in the present instance, upon the progress of the mails will be, as you will perceive, very serious; and the difference in the time of delivery at Montreal, and all principal points, occasioned by the unwonted detention at Portland, will not probably be less than a day on the average. The Postmaster General trusts that the disappointment now suffered is due to some accident, and that your regular arrangements for the present winter season will, as formerly, give prompt despatch to the mails from Europe, whenever the steamship arrives at Portland, at such an hour after the ordinary one o'clock P.M. train has left, as may leave room for material advantage in reaching Montreal, &c., as compared with waiting for the ordinary train of one P.M. of the next day. Unless this can be depended on, the reputation of the route will be seriously compromised, and the public will require from the Postmaster General a consideration of the question of whether it might not be expedient to arrange for the transmission of these mails, on such occasions, by way of Boston and the Vermont railways.

I am, &c.,

(Signed,)

W. H. GRIFFIN.

GRAND TRUNK RAILWAY OF CANADA.  
MANAGING DIRECTOR'S OFFICE,  
Montreal, November 23rd, 1863.

SIR,—I have the honor to acknowledge the receipt of your communication dated the 20th inst., having reference to some delay in forwarding the mails which reached Portland by the *North American* on Thursday night.

I have no doubt the Honorable the Postmaster General has already heard of the very severe storm which, passing over the railway in the neighbourhood of Gorham, on Wed-

nesday, washed away a considerable portion of the track, and consequently temporarily interrupted the whole of the traffic on the railway.

I notice that you say in your letter that special trains for the conveyance of these ocean mails have always been paid for *specialty*. I would respectfully beg to observe that I am ignorant of any such payment having been made to the Company for several years past.

If, as I am led to suppose, you mean by payment that the amounts have been placed to credit of some account, I should be glad if you would advise me what rate per-mile has been adopted.

I have the honor to be, sir,

Your most obedient servant,

(Signed,)

J. HICKSON,

Acting for Managing Director.

W. H. Griffin, Esq.,

Dep. Postmaster General, Quebec.

[ Copy. ]

POST OFFICE DEPARTMENT,  
25th November, 1863:

J. HICKSON, Esq.,

Grand Trunk Railway, Montreal.

SIR,—In the latter part of your letter of the 23rd instant, explaining the cause of the detention of the mails per *North American*, you observe that you are ignorant of any payment having been made to the Grand Trunk Company for several years past on account of special train service, and ask, on the supposition that such payments have been placed to the credit of the Grand Trunk on account, what rate per mile has been adopted.

In reply, I am directed by the Postmaster General to say, that so long as the Grand Trunk continued to render regular accounts for special train service, no differences arose as to the settlement of such claims, and they were paid in full; but since April, 1861, the Company has intermitted the rendition of regular accounts for special services, and the Department has been unable, therefore, to do more than include in the sum placed annually to the credit of the Grand Trunk an allowance for special service, on the basis of the last regular accounts rendered prior to April, 1861.

I am, &c.,  
(Signed,)

W. H. GRIFFIN.

[ Copy. ]

GRAND TRUNK RAILWAY OF CANADA.

MANAGING DIRECTOR'S OFFICE,

Montreal, 18th January, 1864.

SIR,—In a correspondence which took place between yourself and Mr. Hickson, during the month of November last year, whilst I was in England, I see reference was made to the charge for special trains running upon this railway for the accommodation of the Post Office Department. In your letter of 24th November you agree to the rate of a dollar a mile for such special trains, and appear to be under the impression that some allowance has been made to this Company for special trains at that rate, as I find in your letter of the 25th November that you state that since April, 1861, the Department has included, in the sum placed annually to the credit of the Grand Trunk, an allowance for special services. In this you will find that you are mistaken, as no sum for special trains has, for several years past, been placed to the credit of this Company. Referring now to the correspondence to which I have adverted, I beg to enclose you accounts of the special trains that have been run on the Grand Trunk Railway for the accommodation of the Post Office Department, from the 5th April, 1861, to the 5th July, 1861, amounting to the sum of \$13,903; also account from the 5th July, 1861, to the 5th October, 1861, amounting to \$12,242; also



from the 5th October, 1861, to the 5th January, 1862, amounting to \$12,686; also from the 5th January, 1862, to the 5th July, 1862, amounting to \$19,880; also from the 5th July, 1862, to the 8th August, 1862, amounting to \$3,354. The last account is made up to the date at which the Arrangements Act of this Company came into operation. All the special trains included in these accounts are charged at the rate of one dollar per mile, as agreed to by you. Will you be good enough to have these accounts examined, and, of course, without prejudice to any questions which may exist at present between this Company and the Post Office Department, have the accounts passed to the credit of the Company with the Receiver General. I will forward to you, as soon as they are made out, accounts for the special trains from the 8th August, 1862, to the 5th January, 1864.

I have the honor to be, sir,

Your most obedient servant,

(Signed)

C. J. BRYDGES,

Managing Director.

W. H. Griffin, Esq.,

Dep. Postmaster General, Quebec.

[ Copy ]

POST OFFICE DEPARTMENT,

26th January, 1864.

C. J. Brydges, Esq.,

Montreal.

SIR,—I have the honor to acknowledge the receipt of your letter of the 18th instant, forwarding accounts for special train mail service, dating from 5th April, 1861, to 8th August, 1862, and to inform you that these accounts will be examined and submitted for the Postmaster General's consideration.

I observe that you state that all the special train mail service included in these accounts is charged for at the rate of one dollar per mile as agreed to by me—referring in a previous part of your letter to this agreement of mine as being contained in my letter of 24th November last, to Mr. Hickson; but you will perceive, if you will be so good as to refer to that letter, that it was written in reply to a letter from Mr. Hickson, of the 23rd November last, in which he stated that the Grand Trunk Company would supply a special train from Montreal every Friday night for the mails for the ocean steamers during the present winter, on payment of one dollar a mile, and my reply was limited to an assent of the Postmaster General to that offer for the present, and had no reference whatever to any previous special service or rate of payment for it.

I am, &c.,

(Signed)

W. H. GRIFFIN.

( Copy )

POST OFFICE INSPECTOR'S OFFICE,

Toronto, February 1st, 1864.

DEAR SIR,—I enclose herewith fifty dollars, being a gratuity allowed by the Postmaster General to the baggagemen who took charge of the mail bags on trains not carrying mail clerk, between Toronto and London, (G. T. R.), during the year ended 31st December last.

I will thank you to distribute the amount to the parties entitled to receive it.

Please sign the accompanying voucher and return to me.

Your obedient servant,

(Signed)

J. DEWE,

Post Office Inspector.

— SPICER, Esq.,

Supt. G. T. R., Toronto.

GRAND TRUNK RAILWAY,  
Montreal, 12th February, 1864.

SIR,—I beg to hand you herewith a letter addressed, on the 1st instant, to one of the local superintendents of this railway, enclosing the sum of fifty dollars to be paid to baggagemen employed by this Company.

As such an arrangement as this is one unknown to the Company, and of which they have had no notification from you or your predecessors, we cannot, of course, allow our men to receive the money. We may, for all we know, be incurring responsibility, and besides, I do not think it a right principle that the servants of our Company, who are properly paid for the work they perform, should receive gratuities from the Post Office or any other Public Department.

It would almost seem, from such a communication as the one I now enclose to you, that the Post Office Department wishes the Grand Trunk Company to carry mail bags, without charge, upon paying to the baggagemen on the trains a small gratuity for taking charge of them.

I have, &c.  
(Signed,) C. J. BRYDGES.

(Copy.)

POST OFFICE DEPARTMENT,  
23rd February, 1864.

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

SIR,—It reply to your communication of the 12th instant, transmitting a letter dated 1st instant, from the Post Office Inspector, Toronto, by your local superintendent in that city, enclosing a gratuity of \$50 for distribution to such baggagemen, understood to be four or five in number, as had charge of the through bags sent over the Toronto and London section of the Grand Trunk Road during the past year, and signifying that the Company objects to any such gratuity being given to the men.

I am directed by the Postmaster General to say that he could not, of course, desire to give to your men any gratuity, however trifling, contrary to the wish of your Company; but I am at the same time to observe that the gift was of the nature of a Christmas present, in continuance of a practice of several years' standing on the part of his predecessors, and that similar gratuities are given to baggagemen by the Post Office under similar circumstances on other railways in the Province, such as the Great Western and Northern.

As regards the expression in the latter part of your letter, that the Inspector's letters, offering those Christmas gratuities to the baggagemen, might mean "that this Department wishes the Grand Trunk Company to carry bags—mail—without charge, upon paying the baggagemen a small gratuity for taking charge of them," the Postmaster General desires me to say that gratuities to your baggagemen, given, as your letter intimates, without the knowledge of your Company, could hardly have been intended by those who gave them as payment for valuable services rendered by the Company to the Post Office Department; but as it seems, in your laudable watchfulness over the interests of the Company, the circumstance has suggested to your mind such a suspicion, the Postmaster General desires me to allay your fears, by assuring you that no such purpose had occurred to him in giving his acquiescence to a continuance of the practice referred to, nor, so far as he can discover, had such a purpose occurred to any of his predecessors.

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

(Copy.)

GRAND TRUNK RAILWAY OF CANADA.  
MANAGING DIRECTOR'S OFFICE,

Montreal, 24th February, 1864.

SIR,—I beg to acknowledge receipt of your letter of the 22nd ult., in reply to mine of the 18th, relative to the account which I then transmitted for special train services furnished to the Post Office Department from the 5th April, 1861, to the 8th August, 1862, and which accounts were furnished in accordance with the wishes expressed in your letters to Mr. Hickson during my absence in England.

I note that in your letter of 26th ult. you appear to take exception to the fact that you had agreed, on behalf of the Post Office Department, to the charge of one dollar per mile for special trains run by this Company, for the convenience of the Post Office Department. Upon this, I have only to say that your letter of 24th November, 1863, addressed to Mr. Hickson, stated that the Postmaster General was satisfied with the charge of one dollar per mile for special trains.

Of course one special train is the same in all respects as another, and if the price of one dollar per mile in one instance is a correct charge, and one which the Postmaster General is prepared to agree to, I presume that must be the price at which all special trains run by this Company for the Post Office Department are to be charged. It is, therefore, in accordance with this understanding that the accounts were made out at the rates named in them, being in accordance with the wishes expressed by you in your letter on behalf of the Post Office Department.

I have the honor, to be, sir,

Your obedient servant,

(Signed,)

C. J. BRYDGES,  
Managing Director.

W. H. Griffin, Esq.,  
&c., &c., &c., Quebec.

# R E T U R N

*In part (Ocean Service)*

To an Address of the Honorable the Legislative Assembly, dated 7th March, 1864 ; For all Correspondence and Documents and Reports connected with the Ocean Mail Service since 1st January, 1863, and not heretofore presented.

By Command,

A. J. FERGUSSON BLAIR,  
*Secretary.*

SECRETARY'S OFFICE,  
17th March, 1864.

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- 14 Nov., 1863. 1. From F. Hill, Esq., G. P. O., London, to Postmaster General, enclosing copy of letter addressed by him to Allan Bros., Liverpool, respecting damage received by, and delay to, Mails between Liverpool Post Office and Packets "Hibernian" and "Jura."
  - 14 Nov., 1863. 2. F. Hill, Esq., to Allan Bros., Liverpool, respecting damage and delay above alluded to.
  - 3 Dec., 1863. 3. Mail Officer, Steamship "America," reporting delay in boarding by Pilot.
  - 17 Dec., 1863. 4. Secretary, Post Office Department, to Hugh Allan, enclosing copies of Mr. Hill's letter of 14th November, and enclosures.
  - 17 Dec., 1863. 5. Secretary, Post Office Department, to Hugh Allan, enclosing copy of Report of Mail Officer of "America," dated 3rd December.
  - 17 Dec., 1863. 6. Secretary, Post Office Department, to Hugh Allan, asking statement of passengers and freight conveyed by Mail Packets during season of Navigation in 1863.
  - 19 Dec., 1863. 7. Hugh Allan to Secretary Post Office Department, acknowledging receipt of the three previously-mentioned letters.
  - 2 Jan., 1864. 8. Hugh Allan to Secretary Post Office Department, enclosing statement of Pilot respecting delay in boarding "America," and also a statement of passengers and freight conveyed by Mail Packets during 1863.
  9. Statement of Pilot.
  - 20 Jan., 1864. 10. Hugh Allan to Postmaster General, respecting mortgage held by Government upon "Bohemian," and enclosing account for conveyance of Mails between Derry and Moville.
  11. Account above mentioned.
  - 25 Jan., 1864. 12. Acknowledgment, by Secretary Post Office Department, of receipt of letter of 20th, respecting mortgage on "Bohemian," &c.
  13. Report to Council of Postmaster General of 7th December, 1863.
  14. Order in Council of 8th December, 1863, granting authority to Postmaster General to execute a new contract with Hugh Allan.
  15. New Contract.

No. 83,316

*Copy.*GENERAL POST OFFICE,  
London, 14th November, 1863.

SIR.—The arrangements made by the Agents of the Montreal Ocean Steam Navigation Company for the conveyance from the pier to the Post Office, of the mails brought to Liverpool by the Canadian packets, having, on two occasions lately, been very defectively carried out, I have thought it necessary to call the attention of Messrs. Allan Bros. to the subject; and I beg to enclose, for your information, a copy of the letter addressed to them from this department.

I am, sir,

Your most obedient servant,  
(Signed,)

F. HILL.

The Postmaster General, Quebec.

No. 83,316.

*Copy.*GENERAL POST OFFICE,  
London, 14th November, 1863.

GENTLEMEN,—The Postmaster of Liverpool has reported to me that several of the bags containing correspondence for London, brought to Liverpool on the 11th instant by the Canadian mail packet "Hibernian," were saturated with wet, owing to their having been conveyed from the pier to the Post Office in a cart without covering to protect them from the rain. It was requisite to re-enclose the contents of two of these bags, whereby unnecessary trouble was occasioned in the Liverpool office. It has also been brought to my knowledge that the mails conveyed to this country by the Canadian packet "Jura," which arrived on the 3rd instant, were detained at the pier head at Liverpool for an hour and ten minutes in consequence of there being no vehicle to take them to the Post Office.

The late arrival of the mails at the Liverpool office caused much delay in the despatch of the mails for the country.

In calling your attention to this subject, I have to request that you will take steps for guarding against irregularities of a like nature in future.

I am, &amp;c.,

(Signed,)

F. HILL.

Messrs. Allan Bros., Liverpool.

*Copy. Report.*STEAMSHIP "AMERICA,"  
At Portland, 3rd December, 1863.

SIR.—In consequence of the non-arrival of the pilot employed to conduct the steamers of the Canadian line into Portland, the Royal Mail steamship "America" was delayed from Tuesday night till the following morning at eight o'clock.

It is reproachful to the pilot, Mr. Willard, and detrimental to the Ocean Mail service to state that, on a clear night and within a few miles of Portland, the steamer was not boarded till the following morning at eight o'clock, and then by a strange pilot. The consequence was, that Boston, New York, and Philadelphia mails did not leave till the afternoon instead of 8 a.m.

I am, sir,

Obediently yours,

W. F. BOWES,  
Marine Mail Officer.The Hon. the Postmaster General,  
Quebec.

No. 430.

*Copy.*POST OFFICE DEPARTMENT,  
17th September, 1863.

SIR.—I have the honor, by direction of the Postmaster General, to enclose for your information, a copy of a letter from the General Post Office, London, with reference

to the damage received by the mails landed from the "Hibernian" at Liverpool on the 11th ult., and also the delay to which the mails landed from the "Jura" at Liverpool were subjected, in consequence of there being no vehicle to convey them to the Post Office; together with a copy of the letter to Messrs. Allan Bros., to which the letter from the General Post Office refers.

I am, Sir,

Your obedient servant,

[Signed,]

WM. WHITE,  
Secretary.

Hugh Allan, Esq., Montreal, C.E.

*Copy.*

No. 428.

POST OFFICE DEPARTMENT,  
17th December, 1863.

SIR,—I beg to call your attention to the subject of the enclosed report, relative to the delay suffered by the mails in consequence of the failure of the pilot to board the packet "America" when off Portland on the night of the 1st instant.

I am, Sir,

Your obedient servant,

[Signed,]

WM. WHITE,  
Secretary.

Hugh Allan, Esq., Montreal, C.E.

*Copy.*

No. 429.

POST OFFICE DEPARTMENT,  
17th December, 1863.

SIR,—I am directed by the Postmaster General to request that you will be good enough to furnish him, at your earliest convenience, with a statement of the number of passengers and quantity of freight conveyed to and from Canada by the Montreal Ocean Steamships of the Mail line during the season of navigation—*via* the St. Lawrence—of 1863.

As the information is required for the Postmaster General's annual report, may I request that you will forward the statement as soon as possible?

I am, Sir,

Your obedient servant,

[Signed,]

WM. WHITE,  
Secretary.

Hugh Allan, Esq., Montreal, C.E.

*Copy.*

MONTREAL, 19th December, 1863.

SIR,—I have the honor to acknowledge the receipt of three letters from you, dated 17th instant—

1. Stating that the steamship "America" was detained off Portland for want of a pilot;
2. Asking for a return of the freight and passengers carried by the steamers to and from the St. Lawrence during the season of navigation in 1863;
3. Referring to a delay in landing the mails from the "Hibernian" and "Jura" at Liverpool in November, with a copy of a letter addressed to our Liverpool Agents on the subject by the Secretary of the General Post Office.

In reply to the first, no statement or communication of any kind on the subject was made to me by the Captain of the "America," and I have never heard of the delay except through the Post Office; I will, however, procure an explanation from the pilot, and send it to you. At the same time, I may explain that there is not another pilot in Portland that we can employ, and we may therefore, if he is capricious, be occasionally subjected to delay by him. Our own Captains, who are acquainted with the entrance to the harbor, have orders, if the weather is clear and light enough, not to wait for him.

The information asked for in your second letter will be furnished as soon as it can be prepared. As regards the circumstances at Liverpool referred to in your third letter, I had not before heard of them, but I will lose no time in enquiring into the matter, and will make arrangements to avoid all such occurrences in future.

I am, Sir,

Your obedient servant,

(Signed,) HUGH ALLAN.

Wm. White, Esq.,  
Secretary, P. O. Department.

*Copy.*

MONTREAL, 2nd January, 1864.

SIR,—Referring to my letter of 19th ult., I have now the honor to enclose—

1. Explanation furnished by the pilot Willard with reference to delay in boarding "America."

2. Statement of passengers and freight carried by the Mail Steamers from Canada, during the season of navigation in 1863.

I have the honor to be, sir,

Your obedient servant,  
(Signed,)

HUGH ALLAN.

Wm. White, Esq.,  
Secretary, Post Office Department,  
Quebec.*Copy.*

Extract from the letter of G. Willard explaining the detention of the Steamship "America."

"The Captain of the "America" was a total stranger, and never was at Portland before. He got within about 15 miles of Portland light about 8 o'clock at night.

"The weather was hazy and he feared to come any further. He threw up three rockets and then stopped. I was in my usual place about four miles from the light, and did not see his rockets, but I would have heard guns if he had fired any. About mid-night the weather cleared, and if he had then sent up rockets, I would have seen them. In the morning at daylight I saw smoke, and supposing it might be the "America," I sailed out to meet her. The fisherman passed me on the way out and reached the steamer about five minutes before me, but he did not take charge, and I brought in the "steamer."

*Copy.*

MONTREAL, 20th January, 1864.

SIR,—In the year 1859, to cover certain advances then made to us, on account of the mail contract, by the Government of Canada, we gave a mortgage on the steamship "Bohemian" as security for the money advanced. As the money was repaid several years since, and I do not owe anything to the Government, I have the honor to request that the mortgage may be discharged. This should have been done long ago, but I entirely overlooked the matter. I enclose a statement received by last steamer of the sums paid and payable to Mr. Coppin, under the existing mail contract, for conveying the mails to and from Londonderry and Moville. The amount, £3,093 6s. 8d. stg., I claim from the Government. I beg also to remind you that the sum of \$104,000, due to me on 31st December, under the mail contract, is still unpaid.

I have, &amp;c.,

(Signed,)

HUGH ALLAN.

The Hon. O. Mowat,  
Postmaster General.*Copy.*

The Provincial Government of Canada, Postal Department, Dr.

For services rendered by the steam tenders of Wm. Coppin, Esq., of the Steam Foundry, Londonderry, in the conveyance of the Canadian mails between the steamers of the Montreal Ocean Steamship Company, at Moville (Lough Foyle) and the port of Londonderry as under, viz.:

From 31st May, 1860, till 31st May, '61, 104 trips at the modified rate of £2 10s. each .....	£ 260 0 0
From 31st May, 1861, till 31st May, 1862, one year at £1,000 per annum	1,000 0 0
From 31st May, 1862, till 31st May, 1863, one year at £1,000 per annum	1,000 0 0
From 31st May, 1863, till 1st April, 1864, 10 months at £1,000 per annum	833 6 8

British sterling.....£3,093 6 8

No. 456.

*Copy.*POST OFFICE DEPARTMENT,  
25th January, 1864.

Sir,—I am directed to acknowledge the receipt of your letter of 20th instant, with reference—

1st. To the mortgage held by the Provincial Government upon the steamship "Bohemian;"

2nd. To the account—statement enclosed—fer conveying the mails to and from Londonderry and Moville; and

3rd. To the fact of the quarter's subsidy due 31st December last, remaining still unpaid; and I am to say, in reply, that the first two subjects shall receive the Postmaster General's early consideration, and that a Warrant for the last quarter's subsidy has already been applied for.

I am, sir,

Your obedient servant,

(Signed,)

WM. WHITE,

Secretary.

Hugh Allan, Esq., Montreal, C.E.

## POSTMASTER GENERAL'S REPORT ON NEW CONTRACT.

POST OFFICE DEPARTMENT,  
Quebec, 7th December, 1863.

The Postmaster General begs to submit to His Excellency in Council the following Report in reference to the Ocean Mail Service.

On the 12th August last, the Committee of the Executive Council made the following Report to His Excellency in Council:

"The Committee having taken into consideration the facts and circumstances set forth in the Report of the Postmaster General (of the same date), and having also considered that the objects contemplated by the Legislature of Canada when it passed the Act 20 Vic., cap. 9, 'For the establishment of a weekly postal communication by steamers between this Province and the United Kingdom,' and authorized a grant for that purpose of \$200,000 per annum, were not accomplished; and having further considered that the objects contemplated by the Legislature when it passed the Act 22 Vic., cap. 5, authorizing an additional grant of \$216,000 annually to the said proprietors of the said steamship line, to enable them to provide additional vessels of greater power and size, and of a better class than those hitherto employed, and to perform more surely the service required of them in the maintenance of a weekly line of postal communication between this Province and the United Kingdom, have only been partially accomplished; and having further considered that the failure therein is and has been owing to the non-fulfilment of the stipulations and conditions of the said contract by the said contractors; and inasmuch as it was expressly agreed in and by the said contract that it should be at the option of the Government of Canada 'to put an end to the contract and render the same null and void at any time, should the terms and conditions thereof not be fairly fulfilled and carried out in their true and correct meaning, without being obliged to have recourse to law.'—The Committee advise that the said option be now exercised, and that the said contract, for the reasons and causes aforesaid, be declared null and void after the first day of April now next; that notice of such declaration be given to the said contractors forthwith; and that the Postmaster General be authorized to invite tenders, or take such steps as he may find necessary to secure a sufficient weekly postal communication between Canada and the United Kingdom after the first day of April."

This Report was approved by His Excellency in Council on the 13th of August, and a copy was, on the following day, forwarded by this Department to the contractor.

In determining what is "necessary to secure a sufficient weekly postal communication between Canada and the United Kingdom," it is proper to call to mind what steps Canada has already taken for this object.

The first contract for a line of steamers between this country and Europe, was entered into on the 13th of August, 1853, by the Honorable John Young, then Commissioner of



Public Works, with a Liverpool firm, Messrs. McLean, McLarty & Co. This contract was for seven years, and the ships to be employed under it were screw steamers of not less than 1,200 tons, carpenter's measurement, and 300 horse-power. These were to carry the mails once a fortnight, during the season for navigating the St. Lawrence, between Liverpool and Quebec and Montreal; and once a month during winter between Liverpool and Portland; and were to make fourteen trips to Quebec and five to Portland during the year. For the former service five ships were to be provided; and for the latter, three. The time occupied by the passage from England was not to exceed fourteen days on a yearly average; or on the passage from Canada, thirteen days. For this service the Province was to pay £1,238 1s. 11d. sterling for each trip to Canada and back; and the Atlantic and St. Lawrence Railway Company and the City of Portland were to pay £336 6s. 8d. sterling for each trip to Portland and back. The chief object of this contract, as set forth by the Chief Commissioner in his Report (22nd June, 1854, App. O, No. 8, to Journals of Legislative Assembly, Vol. 13), was to induce emigrants from Europe to the United States to take this route in preference to that by Boston or New York, and thereby enable the steamers to take lower rates of freight on the homeward voyage, by means of the profits made on the outward voyage. Freights were stated by the Commissioner to be 100 per cent. higher by the St. Lawrence than by New York; and he thought this arose chiefly from our vessels coming from Europe in ballast, while the New York ships were crowded with emigrants. The former had to charge high rates on the homeward voyage to compensate them. The maximum rates for passengers and freight were, therefore, fixed. But the conditions of the contract were not complied with by the contractors in regard either to the number of vessels they agreed to place on the line, their capacity, the number of trips the contractors agreed to make, the average length of the voyages, or as to the charges for passengers and freight to which the contractors agreed to restrict themselves. All attempt to fix these rates was abandoned in the subsequent contracts.

In consequence of the defaults of these contractors, the contract with them was abandoned, and a new contract was entered into with Mr. Hugh Allan, for the same service, on the 28th September, 1855.

Mr. Allan agreed to make the same number of trips to Canada and Portland respectively, and in the same average time as had been stipulated for with the first contractors; but his vessels were to be larger and of greater power, namely, of 1750 tons instead of 1200, and of 350 horse-power instead of 300. The contract was for five years instead of seven, and the subsidy was but slightly greater, viz., £24,000 sterling for the year, the whole payable by the Government, the contractor being exempted from the payment of lighthouse dues, and all other provincial and local dues, taxes and imposts. (See the Report of the Commissioner of Public Works, March, 1856, pp. 22, 27, App. Vol. 4, No. 31.)

Under this contract, fortnightly mails were carried from May, 1856, to May, 1859, and a much larger share of the Canadian correspondence went by this route than we had been able to secure during the less frequent trips and less regular service of Messrs. McLean, McLarty & Co.'s line. But the British Post Office always declined to send any letters by either line, except to the extent practised in reference to casual ships. That is, any letters specially addressed to go by any named ship of the Canadian Mail line were sent by it, but no others.

The Postmaster General of Canada, in his Report of 12th February, 1857, stated that the vessels employed by Mr. Allan had, up to that time, performed the service with laudable punctuality; had crossed the Atlantic at an average speed which compared successfully with the performances of the steamers of the Cunard and the Collins' lines from New York and Boston; that the number of letters sent by the Canadian packet mails increased very materially in the latter voyages, as it became apparent that the steamers of that line might be relied on to cross the Atlantic with the same speed and certainty as the packets of the Cunard and Collins' lines; that, nevertheless, the disparity of the accommodation as a medium of correspondence which is afforded by a fortnightly, as compared with a weekly, mail line, was too great to permit the mails of the Canadian steamers to attract more than a moderate share of the correspondence; that persons in the habit of writing weekly to Europe, unable to transfer the whole of their correspondence to a semi-monthly line, or to divide it conveniently between the two lines, continued

to send their regular transmissions by the Cunard steamers as before, and that the additional semi-monthly opportunities supplied by the Canadian steamers were made use of for duplicate letters only, and for such occasional correspondence as arose in the interval of what had so long been regarded as the regular mail days for England.

The fact was, that much less than half of the correspondence between Canada and Europe was carried by the Canadian line. It will be remembered that Canada accounts to the British Post Office for the postage collected in Canada on mail matter by the Cunard line; and that the British Post Office accounts to Canada for the postage collected in Great Britain on mail matter by the Canadian line. While the Canadian line was only fortnightly, the balance on this account was greatly against the Province. Thus, for the year ending March, 1856, the balance which had to be paid over to the British Post Office was \$71,309; in 1857 it was \$58,000, and in 1858, \$54,000.

After the establishment of this fortnightly line, the United States Post Office was invited to concur in an arrangement for transmitting United States letters in or with the Canadian mails to and from England; but the negotiations for this purpose were without any definite result, until after a weekly line had been established and was in successful operation.

On the 12th of October, 1857, a contract was entered into with Mr. Allan, providing for a weekly service from the 1st of May, 1859, instead of a fortnightly service as theretofore. The delay from October, 1857 (the date of this contract), to May, 1859, the period for commencing the weekly service, was allowed, in order to afford time for building the additional ships which this weekly service rendered necessary. Under this contract the contractor was to be at liberty to employ the *Canadian*, the *Anglo-Saxon*, the *North American* and the *Indian*—these ships being already in the line; but the new steamers to be added were to be of somewhat larger size than any of those previously stipulated for, viz., of 2000 tons instead of 1750, and were not to be inferior in speed, comfort and power to the *Indian*. The trips were to be performed in the same time as before, but the average was to be taken every three months instead of every twelve. The subsidy was increased from £24,000 sterling, to £55,000 currency; and the contract was for six years from the first of May, 1859. Before this weekly service commenced (namely, in October, 1858), the *Canadian*, one of the mail packets, was lost through the incompetency of the pilot, who ran the vessel against a lighthouse in broad daylight.

Agreeably to the contract, the weekly service began in May, 1859; and in November of that year may be said to have occurred the first of that series of disasters which ultimately so seriously injured the character and usefulness of the line. In that month the *Indian*, the model vessel under the contract, was lost on the coast of Nova Scotia by the imprudence of the captain in running at full speed in foggy weather. The Court of Inquiry at Liverpool held that he had been deceived by relying on charts which proved to be defective.

However, the weekly voyages are stated by the Postmaster General, in his annual Report for the year 1859, to have been performed with admirable speed and regularity, "only interrupted by the accidental loss of the *Indian*." In November, 1859, the British Post Office consented, for the first time, to make up regular mails for this line. Negotiations were also resumed for the carriage of United States mails by the Canadian steamers. It was represented to the United States Government that a contract for the service had been entered into; and reference was made "to the result of the operations of the Canadian steamers during the present and also the previous seasons, as proving that, under all circumstances, the line might be relied on for regularity, speed and safety." (See correspondence No. 8, in 2nd vol. O. of Appendix to the Assembly's Journals for 1859, vol. 17.)

In consequence of these representations, an arrangement was effected with the United States for the carriage of United States mails by our steamers, for the American sea postage (eight pence sterling per half-ounce), Canada allowing these mails to pass through the Province free of Canadian transit postage, and the United States, in consideration of this, allowing our European mails to pass to and from Portland free of American transit postage. The American sea rate of eight pence sterling, which we thus receive on United States letters, is double the amount payable for sea postage on Canadian letters by our own line.

In the same way, the Governments of France, Prussia and Belgium, on being assured of the permanency and efficiency of our ocean mail arrangements, agreed to make up and dispatch, weekly, closed mails for the United States by the Canadian packets; and under this agreement, such closed mails have continued to pass to and from those countries since 1860. The French and Prussian mails contain the letters of the continent of Europe generally, under conventions for this purpose between France and Prussia, and most of the other nations of Europe.

On the 20th of February, 1860, the Canadian mail steamer *Hungarian* was lost off Cape Sable, with all on board, on the outward voyage to Portland.

The unfortunate loss of three vessels in so short a period considerably impaired public confidence in the line, and Mr. Allan having intimated that the weekly trips were performed at a loss beyond his calculations, and having given (or communicated his intention of giving) the six months' notice which, under the provisions of his contract, would entitle him to put an end to it, the policy which the then Government adopted for the purpose of ensuring the continuance of the line and restoring confidence in it, was to provide for larger and more powerful vessels instead of those lost, and to largely increase the subsidy. Accordingly, a new contract, bearing date the 1st of April, 1860, was substituted for the existing one; and it was thereby stipulated that, with the exception of the *Anglo-Saxon*, the (second) *Canadian*, and the *North American*, the vessels employed in the line should be of 2300 tons instead of 2000, and of 500 horse-power instead of 350; and new vessels were not to be inferior in speed, comfort and power to the *Bohemian*; this vessel being superior in size and power to the *Indian*, which had been referred to for a like purpose in the previous contract. The time for the voyage was to be the same as before. The subsidy was to be £104,000, instead of £55,000.

The statute (23 Vic., cap. 5, § 1) which sanctioned this contract, authorized the Government to pay Mr. Allan the ocean postage which accrued from the 1st of May, 1859, when the weekly service commenced, to the 1st of April, 1860, in addition to the subsidy provided for by the contract of the 12th of October, 1857. Mr. Allan was accordingly paid the amount of such postage, viz., \$95,134 90, making with the subsidy for the first eleven months of the weekly service, nearly \$300,000. This addition to the subsidy first agreed to, arose from the representation by Mr. Allan already mentioned, that, contrary to his expectations, the subsidy had, so far, proved entirely inadequate to prevent the weekly service being performed at a serious loss to the contractors. The subsidy since the 1st of April, 1860, has been on the footing of the new contract referred to in the statute, viz., \$416,000 a year.

In the following year, 1861, two more of the vessels of this line were lost on the voyage to Europe, though on this side of the Atlantic, viz., the (second) *Canadian* on the 4th of June, 1861, and the *North Briton* in November of the same year. The proprietors were in both cases exonerated from blame by the Court of Inquiry at Liverpool, but the loss gave another shock to public confidence.

In 1862 verbal negotiations were entered into between the then Government and Mr. Allan for reducing the subsidy after the first of April, 1863, to \$250,000, and for extending the term of the contract for three years longer, that is, until the 1st of April, 1870. These negotiations were resumed by the succeeding Government, and continued up to February, 1863, when the late Postmaster General directed the following note to be addressed to Mr. Allan:—

“QUEBEC, 21st February, 1863.

“SIR—With reference to the various interviews had between you, the Attorney General for Upper Canada, and the Postmaster General, as to the terms on which your Company would be willing to enter into a new contract for the performance of the Ocean Mail service, I am directed by the Postmaster General to request that you will, at your earliest convenience, formally address him on the subject, stating such final propositions as you may have to offer. (Signed,) “W. H. GRIFFIN,  
“Hugh Allan, Esq., Montreal.” “D. P. M. G.”

Instead of complying with the request contained in this letter, however, Mr. Allan in his reply (2nd March, 1863) urged a continuance of the existing subsidy (\$416,000), on condition of his putting into the line another new steamship of equal power and dimensions to the *Peruvian*,—a large vessel of about 2,600 tons, then building. Mr. Allan observed that he would “enter into an engagement to carry out this, if it was

"agreed to, rather than a reduction." Mr. Allan thus claimed that the permanent addition to the line, as then constituted, of another ship like the *Peruvian*, would be equal to the difference between the proposed subsidy of \$250,000 and the existing subsidy of \$116,000.

Soon afterwards, namely, on the 27th of April, 1863, the *Anglo-Saxon*, another vessel of the mail line, was lost near Cape Race, in consequence, as the Court of Inquiry at Liverpool subsequently declared, of the imprudent speed with which the vessel was driven during a thick fog in the vicinity of land, and of a culpable omission on the part of the captain to use the sounding-lead. The shock of this disaster had not passed away, when (namely, on the 14th of June) the *Norwegian*, another vessel of the mail line, was lost at St. Paul's Island, at the entrance of the gulf.

These repeated losses were most injurious to the reputation of the Canadian route and the management of our mail steamers; and the conviction became general that it would probably have been to our advantage, commercially, not to have subsidized any line, rather than to have had a line whose operations had, from whatever cause, been so disastrous. The subsidy was nearly three times greater than the mail revenue derived from the service.

The service had, in some other particulars, fallen short of that contracted for; and the Government was of opinion that, under all the circumstances, it was impossible any longer to overlook these, and to continue to pay for the service a sum so largely exceeding the postal revenue derived from it. The Order in Council of August, 1863, was therefore passed, declaring the contract cancelled from the 1st of April, 1864, for the reasons stated in the Order.

Under the arrangements made, as already stated, most of the foreign correspondence of Michigan, Wisconsin, Iowa, Illinois, Minnesota, and Indiana, goes by the Canadian route. The amount of it has diminished since the war began, but must increase every year in time of peace, in proportion to the growth of these new States. In winter, half of the New England correspondence also goes by our line; and there is likewise a large mail almost every week, in winter, from New York. A valuable contribution to the maintenance of the line is thus obtained from foreign countries.

In the very first year of the weekly service, a large portion of our own correspondence chose the Canadian line, so that the balance against us on account of packet postage fell from \$54,000 00, the amount in favor of the British Post Office in the previous year, to \$3,874 00. In the second year the balance was, for the first time, against the British Post Office and in our favor, to the amount of \$9,000 00. The balance has continued to be in our favor ever since. The amount of it for the year ending 30th June, 1863, was \$13,414 60.

These figures do not indicate the proportion of the correspondence which goes by each of the two lines, for the British postage by the Cunard line being eightpence sterling, while ours by the Canadian line is sixpence sterling (the latter being exempt from the American transit postage of five cents, or twopence sterling), a larger number of letters, to produce the same sum is necessary by the Canadian line than by the Cunard line. The whole revenue at present derived from our ocean mails, cannot be stated with exactness, but is estimated at about \$150,000 00, exclusive of the inland Canadian postage on the correspondence producing this revenue, such inland postage probably amounting to about \$17,500 00.

An account has been kept of the number of letters carried by our packets for the last three years, and the result is as follows:

Between Canada and the United Kingdom. From Nov. 1860 to	Between the United States and the United Kingdom.	Between the United States and France, Russia and Belgium.
Nov. 1861...670,000	360,000	130,000
" 1861 " 1862...800,000	820,000	140,000
" 1862 " 1863...860,000	305,000	152,000

The object now being "to secure an efficient weekly postal communication between Canada and the United Kingdom," it is to be observed that there are three conditions—namely, regularity, punctuality, and speed—which are essential to the service in the present instance, as in every other in which there is competition. Correspondence seeks the most

regular and punctual, and the quickest channel open to it. Thus the Cunard steamers leave New York or Boston every Wednesday in the year, with undeviating punctuality. The Canadian steamers leave Quebec or Portland every Saturday. Together, the two lines give a semi-weekly mail between, practically, the same points, and perform the voyages in about the same time. Hence our steamers have a fair share of the mail matter; but if it was not at all certain that our vessels would sail every week, or if they sailed sometimes on one day of the week and sometimes on another, as suited the varying convenience of their owners, or if it was not reasonably certain that the mails by the Canadian steamers of Saturday would reach England before the mails by the Cunard packet of the following Wednesday, it is plain that our steamers would cease to be made use of for postal purposes, either by our own people or by the people of other countries. Probably not less than four-fifths of the mail matter of Canada would seek other channels; and, moreover, the reasons which secured for us the English, American, and other foreign mails, would no longer apply. The considerations successfully urged with the Imperial Government, as well as with the Governments of the United States, France, Belgium and Prussia, to induce these Governments to send their mails by our steamers, were that the line was a weekly line; that it was established and in operation; that its permanency was secured by contract; that the contractor had performed and was bound to perform the service with specified regularity and speed; and that the Canadian route was more expeditious and convenient than any other for mails between Europe and several of the United States.

We also need on every steamer used for mail purposes, an apartment suited and fitted up for the sorting of the mails on the passage home, in order to save the time that would be lost in sorting them after the arrival of the mails. The British Government, in consenting to the transmission of mails by the Canadian packets, made it an indispensable condition that there should be on each of them a Post Office and a mail clerk.

To secure all these objects from the first of April next, a contract of some kind is manifestly necessary. With reference to speed, it is to be observed that except the steamers now in the mail line, there is at present no vessel on the St. Lawrence route whose average speed would be sufficient for our purpose. After the Order in Council of August was passed, inquiries were instituted, communications had, and negotiations entered into in various quarters; and as the result of these, it was ascertained that Mr. Allan's Company was the only Canadian Company already in a state of preparation to undertake the service; that no existing Company elsewhere, which had already obtained public confidence, was disposed at present to engage in it; that Mr. Allan's line having been so long established, he was able to offer better terms than a new Company, and yet obtain as large profits; that by a new contract with him we would ensure the continuance of the service, without break or interruption, from the first of April next, an object which is of great importance to the mail service; that the terms and conditions Mr. Allan was now willing to agree to were such as (it was thought) would secure the due performance of the service, with as much certainty as any contract we were likely to have it in our power to make with others; and that, under all the circumstances, to decline closing a satisfactory arrangement with him, and to advertise for tenders, would lead to loss of time without any corresponding advantage.

As to the propriety of entering into any contract with Mr. Allan, it is to be remembered that for some years he performed the mail service in a manner which was on the whole satisfactory to the Post Office Department at the time; that he knows the peculiarities and requirements of the service better than any new Company could do for some time; that whatever the faults of his management may have been heretofore, it must be admitted that he has shewn in it considerable courage, energy, perseverance and ability; that but for the shipwreck of so many of his vessels, owing to causes on which it is no longer necessary to dwell, and but for the defaults which arose directly from these losses, Mr. Allan's other shortcomings as a contractor, though by no means unimportant, were such as might have been disregarded by the public and overlooked by the Government; and that every shipwreck involved, both directly and indirectly, a heavy pecuniary loss to Mr. Allan himself. Having in view these facts, and the failure of so many other subsidized lines of ocean steamers—such, for example, as the Collin's line, and the Havre line, and the Galway line—the undersigned is of opinion that, with Mr. Allan's experience in the management of his line, the lessons its history has afforded up to the cancellation of

the last contract, and with the additional provisions introduced into the new contract, we would under it have as fair a prospect of a safe and efficient line for the future as we could at present expect to have under any practicable contract that Parliament would sanction.

By an arrangement between the undersigned and the Minister of Finance, the main features of the new agreement with Mr. Allan were negotiated between the Finance Minister and Mr. Allan at Montreal, in the absence of the undersigned; and on some details being afterwards arranged, the undersigned entered into a provisional contract embodying the terms agreed upon. A copy of the contract accompanies the present Report. This agreement will be found to differ from the last contract in the following, amongst other (less important) particulars:

1st. The subsidy is £54,500 instead of £104,000; and for this reduced sum it is expressly provided that the contractor is to be at the expense of taking the mails to and from the ship's side, the obligation of doing this at Moville, under the terms of the last contract, having been a matter of yet unsettled controversy.

2nd. The line is to consist of the *North American*, which has been in the line since 1856; the *Nova Scotian*, which has been in the line since 1858; the *Bohemian*, which has been in the line since 1859; the *Jura* and the *Hibernian*, which have been in the line since 1861; the *Peruvian*, of 2600 tons, which is referred to in Mr. Allan's letter to the Department, on the second of March last, and will be completed in time for next season's service; the *Moravian*, now building, and which in power and size is to be equal or superior to the *Peruvian*; and such other vessels as may be subsequently built or purchased; but no such new steamer is to be of less size or power than the *Hibernian*; the *Hibernian* being superior in size and power to the *Bohemian*, the model vessel under the cancelled contract; and the *Peruvian* and *Moravian* being greatly superior to any vessels that have ever hitherto been in the line.

3rd. The mail steamers are expressly forbidden to approach Cape Race when the weather is so foggy or tempestuous as to make it dangerous to do so.

4th. When the presence of fog or ice makes it dangerous to run the vessel at full speed, it is expressly declared to be the duty of the captain either to slacken the speed or to stop the vessel, as occasion may require; and the time lost by doing so, on being proved to the satisfaction of the Postmaster General, is to be allowed to the contractor in addition to the time specified for the length of the voyage.

5th. Any question as to the avoidance of the contract, by the contractor's default, before the expiration of the five years, is, after the 1st of April, 1865, to be decided on by some tribunal having jurisdiction in such matters, or by any tribunal which may be created or appointed by Parliament for this purpose; and to prevent injurious delays, such tribunal is to decide summarily, and without appeal by the contractor.

6th. On the other hand, if the contractor desires to put an end to the contract before the five years expire, he is to give twelve months' notice of such desire (instead of six months as under the cancelled contract), so as to give ample time to the Government to make new arrangements.

7th. In consideration of this contract, the contractor waives all claims, if such could be, to dispute or question the act of the Government in cancelling the contract of April, 1860, or to damages by reason thereof.

The object of the 3rd and 4th of these provisions is to remove the inducement which the necessity the contract creates of making the voyage within a specified time, may offer to the captains and officers employed in the line to run risks which so often result in disaster. This line lost seven vessels in five years. But of these seven, three were lost from exceptional causes. The (first) *Canadian* was lost through the gross incompetency of the St. Lawrence pilot, and the contractor has since secured the best pilots for the special service of the mail steamers, instead of each of them taking the first pilot that presents himself, as other vessels do. The *Hungarian* was lost from causes entirely unknown. The *North Briton* was lost in the channel north of Anticosti, and this channel has since been entirely abandoned by the line. Of the remaining four, the *Indian* was lost by going at full speed in foggy weather; the (second) *Canadian* was lost amongst the ice; and the *Anglo-Saxon* was lost by approaching Cape Race in foggy weather without due precautions. The provisions which the new contract contains in respect to ice and fog provide against these causes for the future.

Then, as to the subsidy which the new contract provides for, there is, on the one hand, no reason whatever for doubting its sufficiency to afford the contractor a fair profit. His acceptance of it satisfactorily shows this. On the other hand, no one with the practical knowledge necessary to give his opinion any value, has pretended, so far as the under- signed is aware, that the service which the new contract exacts could be obtained for a less sum from any Company, new or old, that would undertake the service stipulated for; or from any number of Companies or ship-owners amongst whom the service might be divided, if that course was practicable and expedient; nor, on the other hand, is there any reason for supposing that a better service than the new contract provides for, could be secured for the sum agreed upon, either from the same contractor or from others. The amount is only about half what was to be paid under the contract of 1860, and is less than was payable even under the contract of 1857, though most of the vessels are of a far superior class to those which either of these contracts stipulated for. The amount is less also than was contemplated in the negotiations of 1861-2, though no improvement in the vessels employed was then to be contracted for, in case the reduction to \$250,000 00 had been agreed to.

Again, the amount paid by the British Government to the Cunard line, which is principally a passenger line, was £173,340 sterling for the same number of trips (52), or nearly £3,400 sterling per round voyage. The agreement under which this payment is made was entered into in June 1858, and is for a term of ten years from that date. The amount paid to the Galway line is £78,000 for 26 trips, or £3,000 sterling per round voyage. The subsidy by the new contract with Mr. Allan will be equal to a little over £1000 currency per round voyage.

Then to turn to the United States. The subsidy first granted there to the Collin's line for 26 round voyages, or fortnightly trips, was \$858,000.00 or \$33,000.00 per round voyage. The service was afterwards reduced to 20 round voyages, for which, at first, a subsidy was given of \$385,000 00, or \$19,250 00 per round voyage. Afterwards the line received the sea and inland postage only on the mail matter sent by it. It may be mentioned in passing, that the ocean postage by this line, under the arrangement for regular fortnightly trips, came to \$460,000 00, but under the arrangement for but 20 trips in the year, it fell to \$210,000 00, or to less than half.

The United States' first contract with the Bremen line was for 12 round voyages in the year, or monthly trips; and the subsidy was \$200,000 00 a year, or \$16,600 00 for the round voyage. This line is still in operation, but now, instead of a fixed sum, gets the postage on the mails it carries.

The same Government contracted formerly with the Havre line for 12 round voyages, or monthly trips; and the subsidy was \$150,000 00, or \$12,500 00 for the round voyage. This line is not now in operation.

The sums thus paid by the Imperial Government and that of the United States far exceeded the revenue derived from the mails, the object being to obtain, by means of a subsidy from the national revenue, the commercial and other general advantages of having a regular line of steamers on the route. The United States Government, however, has for some years abandoned the practice of paying fixed sums to any line performing this service; and the compensation it now gives the American lines is the sea postage and the inland on the mail matter conveyed. The sea postage only is given to the foreign vessels to which its European mails are entrusted. Under this arrangement, in 1857, the Collin's line received about \$9,472 00 per round voyage; the Bremen line, \$10,349 00; and the Havre line, \$7,500 00. In 1859 the average payment per round voyage by American steamships was \$7,663 00; and in 1860, \$7,604 00. But subsequently, as is remarked by the Postmaster General of the United States in his Report for 1862, "the civil troubles" "agitating the country have caused a large reduction in the amount of foreign postage."

This plan of giving the postage for the conveyance of the ocean mails is in effect though not in form, what will be done under the new contract for our Canadian mails. The expense for the five years which the new contract provides for, will probably not greatly (if at all) exceed the revenue derived from the ocean mails during the term; and if we are to have ocean mails at all, it is manifest that this is the best we can reasonably expect to do for the next five years. By this arrangement we shall be doing nothing to discourage competition on the route, or to interfere with the course of trade, except so far as this

may be said of a contract for almost any kind of service for a term of years. In effect we shall be abandoning the system of bounties as relates to the route. We shall be paying for the mail services rendered us upon it, on the same principle precisely as we pay for the mail services rendered us on ordinary steamboat or stage routes within the Province; and we shall be giving the contract for a term of years, just as we find it a sound policy to give the contracts for a term of years for almost all our mail services.

It is for the sea postage that the United States mails are carried by the British Government on the Cunard line, as well as by the Canadian Government on the Provincial line. The other lines between Europe and the United States, which are made use of by the United States Government on the like terms, are the Inman, a weekly line of iron screw vessels intended chiefly for emigrants and freight, and which are chiefly, or altogether owned in Great Britain; and the Bremen and Hamburg lines, these two being fortnightly lines and owned chiefly in the United States. The Galway line is hardly to be considered an established line, but being subsidized by Great Britain, mails are made up for it. No mails are made up by the United States Post Office for casual steamers, or for any other lines than those above mentioned. It is thus to be observed that but two regular weekly, and three semi-monthly, lines are maintained on the route besides our own weekly line; that the ships of one of these five lines (the Cunard) touch every fortnight at Halifax on their way to and from Boston; that the ships of another of the five lines touch fortnightly at St. John's in Newfoundland, on every trip to and from New York and Boston; and that all five lines are, in one form or other, heavily subsidized by either Great Britain or the United States. Under all these circumstances we cannot reasonably expect, by a moderate subsidy or without any subsidy, to have for some time to come more than one regular weekly line of fast first-class steamers between Canada and Europe, especially if we consider that in 1860, the year before the civil war broke out in the United States, the population of that country alone was twelve times the population of Canada; that its exports to and imports from Europe were ten times ours; and that the emigration from Europe to the United States were several times greater than to Canada. In making a comparison between the various lines, it is to be remembered that no United States freight worth speaking of is carried by the Canadian line, and that the number of Canadian passengers who go by the Cunard line has hitherto been much greater than the number of American passengers that go by the Canadian line.

The mail steamers between Europe and the United States, besides the large sums they receive for carrying the mails, have manifestly great advantages over a Canadian line in regard to passengers and freight. But on the other hand, the contracts with the various English and United States lines that have received fixed subsidies, were made in contemplation of wooden vessels with paddle wheels being employed, though there is in the contract no actual stipulation for such vessels. These vessels burn more coal and have less room for freight than iron screw vessels of corresponding size and power, and would on that account, other things being equal, require a larger subsidy; but iron screw vessels are now taking the place of wooden vessels, both on these lines and elsewhere. All the new Cunard vessels are of iron, and being of a larger size, are placed on the New York route, where the business is greater, while the old wooden vessels, being of a smaller size, are sent to the Boston route, where the business is smaller. It is to be observed that the steamers of all the lines necessarily approach Cape Race, whether their destination is Quebec, Portland, Boston or New York.

A desire has been expressed that the Canadian Government should avail itself of this opportunity to require the mail vessels to be of wood, with paddle-wheels. All the Canadian contracts hitherto have contained an express stipulation that the vessels employed in the mail service should be iron screws; the new contract is not to contain this restriction to iron, but all the unsubsidized steamers on the St. Lawrence route are in fact iron screws, and these are fast taking the place of wooden steam vessels everywhere. If we should have no mail line, all the steamers used on the Canadian route would unquestionably continue to be iron screws; and we could only have the experiment of wooden vessels tried for our mails by giving an enormous bounty, such as no Government would venture to propose, and no Parliament could be induced to vote.

Others, again, have suggested some additional protection against overloading, Mr. Allan having been popularly charged with occasionally so overloading his vessels on their



homeward trips to Liverpool, as to endanger their safety. But on this point there are a few facts to be attended to. No vessel has ever been lost by the line on the voyage from Portland to Liverpool; and not one of the shipwrecks which have taken place on the voyage from Quebec to Liverpool appears to have been from this cause. Indeed such does not appear to have been seriously apprehended by any to have been the case, except in the single instance of the *North Briton*. But it would seem that overloading to any serious extent can hardly occur on the voyages from Quebec. The mere difference of specific gravity between the fresh water at Quebec and the salt water of the ocean makes a vessel rise seven to eight inches by the time she reaches the ocean. Besides this, the daily consumption of coal, provisions and water is 60 or 70 tons, so that a steamer is some 200 tons lighter when she reaches the ocean than when she leaves Quebec.

A restriction as to loading, however, and other restrictions, might be stipulated for; but it must be further borne in mind that the contractor has, independently of all stipulation on the subject, a powerful personal interest in securing the safety of his vessels; and that every restriction we might stipulate for, by which the judgment of an officer of the Government should be substituted for that of the contractor and his officers, would be a special burden on the vessels of this line, from which other vessels would be free, and for which we would consequently have to pay the contractor by an increased subsidy. The new contract stipulates for such additional precautions as seemed desirable, in order to neutralize the special dangers that might appear to be created by the contract itself; and if, in addition to these, Government precautions against overloading, or other restrictions are expedient, it is respectfully submitted that these should be left to be dealt with in Parliament by some general measure applicable to all vessels on the route, whether they belong to the mail line or not, so that in this respect all may be placed on the same footing.

In brief, then, it appears that should the contract which is submitted receive the sanction of Parliament, it will secure for us the continuance, from and after the 1st of April next, of a weekly line of mail steamers superior on the whole to that we have hitherto had, and superior to what any contract heretofore entered into in this country has provided for. It will do this at a cost not greatly (if at all) exceeding the revenue from the ocean mails during the five years that the contract lasts. It will interfere with competition and the course of trade as little as is possible, consistently with securing a regular and efficient mail service. We shall secure, at the smallest possible cost, all the commercial and general advantages which a regular weekly line of steamers is calculated to afford, independently of their use for carrying the mails, and the further advantages to the business interests of the Province which the transmission of important mails over any particular route generally affords. We shall be able to continue to carry the mails of foreign countries as hitherto, and we shall avoid the injurious declaration, which an abandonment or interruption of the service would amount to on our part, that Canada can no longer maintain such a line; that the greater expedition we claimed for it, and convinced other countries that the St. Lawrence route possessed over any other, was but temporary and cannot be sustained or permanently relied upon.

By means of the proposed arrangement, we shall also continue to apply the postage on our Canadian mail matter to the support of a Canadian line, instead of giving it to lines which go to the American ports and serve to divert trade and travelling from the Canadian route.

There are also incidental postal advantages that our people enjoy from having a line under Canadian control, and which it may be proper to mention here, in order to present, as far as may be, a complete view of the whole case. Thus there is no American transit postage on letters or newspapers by the Canadian line, while this charge is 2d. sterling for letters and 1d. sterling for newspapers by the Cunard line; and the postage on letters between Europe and the United States by the Inman and other American lines is 24 cents, or one shilling sterling, being made up of 8d. sterling for the sea postage and the balance for the British and American inland postage; while the postage between Europe and Canada is but 6d. sterling in all. Books may be sent by the Canadian mails at moderate rates, but no book matter can be forwarded by the Cunard or American mails. Again, in winter the Canadian mails from the West are frequently detained by snow storms or other impediments. In such cases the Canadian steamers are required to wait for the mails

a reasonable time; but the Cunard packets do not wait an hour for them. Our mails are of minor interest to that line as compared with the other mails, and portions of our mails for the Cunard line are consequently left behind several times every winter.

So great, indeed, are the practical advantages which the Canadian line offers for Canadian correspondence, that four-fifths of it now go by our own line, and one-fifth only by the Cunard.

In view of all the circumstances, then, the undersigned recommends that authority be granted to him to proceed with the execution of the said contract before a notary, in the usual manner.

All which, nevertheless, is respectfully submitted.

(Signed,)

O. MOWAT,  
Postmaster General.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council on the 8th December, 1863.*

On a report from the Hon. the Postmaster General, dated 7th instant, from which it appears that, having, under the authority contained in the Order in Council of the 13th August, 1863, negotiated the conditions of a new contract with Hugh Allan, Esquire, of Montreal, for the ocean mail service between Canada and the United Kingdom, commencing from the 1st April, 1864, he submits a copy of the said contract, and asks that authority be granted to him to proceed to the execution of the same before a notary, in the customary manner.

The Committee recommend that the authority requested be granted.

Certified.

(Signed,)

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

To the Honorable

The Postmaster General,  
&c., &c., &c.

*Copy of the New Contract.*

ON the eighth day of December, in the year of Our Lord one thousand eight hundred and sixty-three;

Before us the undersigned Notaries Public, duly admitted, commissioned and sworn in and for that part of the Province of Canada heretofore called Lower Canada, and residing in the City of Quebec, in the said Province, personally came and appeared Hugh Allan, Esquire, Merchant, residing in the City of Montreal, of the first part; and the Honorable Oliver Mowat, of the said City of Quebec, Postmaster General of Canada, acting herein for and on behalf of Her Majesty's Government in the said Province, of the second part:

Which said parties acting as aforesaid, in the presence of us the said Notaries, did and do hereby covenant, promise and agree to and with each other in manner and form following, that is to say:

1. The said Hugh Allan doth hereby promise and engage, and bind and oblige himself, his heirs and assigns, to establish, maintain and keep up a regular line of large and powerful steamers, to ply between the Port of Liverpool and the Port of Quebec or Montreal, once in every seven days during the season of and for the navigation of the River St. Lawrence, and between the Ports of Liverpool and Portland once also in every seven days during the winter.

2. That the said steamers shall be first-class vessels, and the line shall consist of the *Hibernian*, *Bohemian*, *North American*, *Nova Scotian*, and *Jura*, now in the line, and the *Peruvian* and *Moravian*, now building, and such other vessels as may be subsequently built or purchased, but no steamer thus built or purchased is to be of less size or power than the *Hibernian*. The *Damascus* may be used as reserve ship until the new steamer *Moravian*, now building and contracted for to be completed in September next, is ready for service in the line.

3. That the said Hugh Allan shall be bound to perform the service to and from Liverpool, and to and from Quebec or Montreal, during the St. Lawrence navigation until its

close every year, and to make at least twenty-six trips from Liverpool to Quebec or Montreal during the St. Lawrence navigation, and at least twenty-six trips from Quebec or Montreal to Liverpool during the said time: and the communication between Liverpool and Portland shall commence each year at the time of the close of the navigation of the River St. Lawrence, and continue till the opening thereof, and during that time the said Hugh Allan shall be bound to make weekly trips from Liverpool to Portland; and weekly trips from Portland to Liverpool; so that during each year there shall be provided a weekly service of fifty-two voyages both to and from America; the said contractor hereby binding himself to call with each of the said steamers, and receive and land the mails at Londonderry or such other port in Ireland as may be from time to time decided upon by the Postmaster General of this Province.

4. That one of the said steamers shall leave Liverpool and one shall leave Quebec or Montreal once every seven days during the St. Lawrence navigation season, and that one shall leave Liverpool and Portland respectively also once every seven days during the time when the navigation shall be closed on the River St. Lawrence, in the winter.

5. That the said contractor shall have the option from time to time of deciding on the port of Quebec or that of Montreal for the termination of the trips of the said vessels to the St. Lawrence, as the state of the water in the river and lake, or other cause, may, in his judgment, make it advisable; but he shall not have the right to terminate the voyage at Quebec without the sanction of the Postmaster General, except in cases when the steamer may reach Quebec too late to admit of an extension of the voyage to Montreal.

6. That the steamers are never to approach Cape Race when the weather is so foggy or tempestuous as to make it dangerous to do so.

7. That the service under this contract shall commence on the first day of April, eighteen hundred and sixty-four (1864), and shall continue up to and until the first day of April, eighteen hundred and sixty-nine; and during that time the said contractor shall be bound to carry by each trip of the said steamers such mails as may be given to him, or to the officers in charge of his vessels, by the Postmaster General of this Province for transmission to Liverpool or Ireland, or by the Post Office authority in Liverpool or Ireland for carriage to this Province, or such other mails between the said ports as may be required to be carried at the instance or by the command of the Postmaster General of this Province.

8. That the mails be received and delivered respectively by the contractor at Liverpool, Londonderry, Quebec or Portland, as the case may be, and the expenses of conveying the mails to the steamships from the said places, and from the steamships to the said places, is to be borne by the contractor.

9. That there is to be no liability under this contract on the part of the said contractor for the contents of the said mails when the same are not delivered, in case the failure to deliver the same is the result of the dangers of the sea, or of such as are peculiar to steam navigation, and not caused by neglect, or want of proper skill, or by misconduct on the part of the said contractor, his agents or servants.

10. That the said contractor shall find and furnish sufficient accommodation and space on board each of the said steamers for keeping the mails, and for assorting and distributing the same on board, and to be called "Post Office," and to fit up such apartments in such manner as the said Postmaster General shall require; and also shall and will carry and transport on board each of such steamers such officers and clerks, not exceeding two in number in each steamer, for the purpose of guarding, assorting and taking care of such mails, and to find and provide them with the usual rations and cabin accommodation.

11. That the said contractor shall furnish and supply the said steamers with sufficient fuel, stores, and provisions, tackle, and all things needful and necessary to enable them to perform the voyages contracted for, and to secure the safety of the mails and passengers.

12. That the said contractor shall and will from time to time, and at all times during the continuance of this contract, make such alterations or improvements in the construction, equipments, or machinery of each and every of the said vessels, which shall be used by him in the performance of this contract, as the advanced state of science may suggest, and advertise the sailing of the steamers in Europe and America in such manner as the Governor in Council may direct.

13. That the days for the departure of the said steamers shall be appointed by His

Excellency the Governor General in Council, and so often as he may think fit and proper for the best interests of the public service; provided that in cases of changes, two months' notice be given to the contractor by the Government.

14. That the said Postmaster General shall, in case of need, have the right to delay the sailing of any of the said ships for the space of twenty-four hours.

15. That the Postmaster General shall have the right to delay the sailing of any of the said ships for a further space of time not exceeding forty-eight hours, and for such additional delay the contractor shall be entitled to claim payment at the rate of one hundred pounds, currency, for each twenty-four hours of delay beyond the first twenty-four hours provided for in the preceding clause.

16. That the said Hugh Allan doth bind and oblige himself to have at all times the command of a sufficient number of steamers, of the description aforesaid, to perform the trips hereinbefore mentioned and agreed upon; and that the time occupied by the said steamers on the outward passage from Liverpool shall not exceed fourteen days, and on the homeward passage shall not exceed thirteen days on an average of the trips performed every three months; but if, from the prevalence of tempestuous weather, the outward passages from Liverpool to Portland during the months of December, January and February, should in any year exceed fourteen days on an average of the trips performed during the said three months, the said Hugh Allan shall not be subject to any penalty in consequence thereof, provided the average of such outward trips for the said-named months does not exceed fifteen days.

17. That in reckoning the time occupied by the steamers on the outward voyages, allowance shall be made for the time during which the steamers may wait at Londonderry for the arrival of the mails for Canada.

18. That when the presence of fog or ice makes it dangerous to run the vessel at full speed, it shall be the duty of the captain either to slacken the speed or to stop the vessel, as occasion may require, and the time lost by doing so, if proved to the satisfaction of the Postmaster General as hereinafter mentioned, shall be allowed to the contractor in addition to the time specified for the length of the voyage.

19. That the proof shall be by a report of the facts, made and sworn to by the captain, and such other evidence as the contractor shall adduce or the Postmaster General shall require or obtain, and the proof to be submitted by the said Hugh Allan shall be submitted to the Postmaster General immediately after the arrival of the steamer at her port, namely, at Quebec, Portland or Liverpool; such report and affidavit of the captain as to the time lost and the necessity thereof, shall be sufficient *prima facie* evidence for the purpose of the preceding clause.

20. That in the event of any serious accident happening to any of the steamers employed under this contract, whereby she may be disabled from making her homeward voyage, the contractor will be at liberty to substitute another steamship to carry the mails for that trip only.

21. That the said contractor shall not be called upon to pay for light dues, or other Provincial or local dues, taxes or imposts whatsoever during this contract, to which the said contractor, as owner of the steamers to be employed on the said service, should be liable.

22. That in case the average length of the outward or homeward voyages in any three months exceeds the contract time, subject to the allowances already provided for, the contractor shall pay one hundred pounds currency for every twenty-four hours of such excess for the first one hundred and forty-four hours of excess upon the aggregate of the voyages of such three months, as compared with the contract time, and two hundred pounds currency for every twenty-four hours of excess beyond the first one hundred and forty-four hours of excess upon such three months' voyages.

23. That no penalty shall be incurred by any delay occasioned by shipwreck or accident not arising from misconduct or from want of skill or foresight on the part of the contractor or his servants, or occasioned by aiding vessels in distress or their passengers.

24. That the said Hugh Allan doth bind and oblige himself to pay to the Receiver General of this Province, for every trip not performed according to this contract, a penalty of five thousand dollars; and shall not be entitled to the payment for the trip or trips not

made, in proportion to the amount of the present contract for the whole of the trips contracted for.

25. That the present contract is made for and in consideration of the sum of *fifty-four thousand five hundred pounds currency* [£54,500 *currency*] per annum, to be paid quarterly to the said contractor by the said Postmaster General, the first payment to be made on the first day of July, eighteen hundred and sixty-four [1864].

26. That it shall be at the option of the Government of Canada to put an end to this contract, and render the same null and void at any time, should the terms and conditions thereof not be fairly fulfilled and carried out in their true and honest meaning, and this without being obliged to have recourse to law; but this contract shall not be voidable by the Government so long as the terms and conditions of it are fairly fulfilled and carried out in their true and honest meaning, and the right of the Government to annul the same for any cause shall, after the first of April, eighteen hundred and sixty-five, be decided on by some tribunal having jurisdiction in such matters, if such there be, or by any tribunal which may be created or appointed by Parliament for this purpose, and such tribunal shall decide summarily and without appeal by the said Hugh Allan, and may, for the sake of expedition and substantial justice, dispense with the forms and rules of procedure applicable to other cases.

27. That, should the Government of Canada determine upon annulling the contract, no penalty shall be payable for the breach or any of the breaches for which the contract shall be so annulled.

28. That, should the Postmaster General appoint any other port in Ireland than Londonderry for receiving and delivering the mails, such other variations shall be made in the conditions of the contract as may be equitable in consequence of such changes of port.

29. That in consideration of this contract, the said Hugh Allan waives all claims, if such there could be, to dispute or question the act of the Government in cancelling the contract of the sixth of April, eighteen hundred and sixty, or to damages by reason thereof; but retains his claims to any arrears for services or other matters to which he may be entitled under the provisions of the said contract.

30. That this contract is to go into effect if sanctioned and authorized by the Parliament of Canada at the next session thereof, but not otherwise.

31. And it is hereby expressly declared that if this contract is not so sanctioned and authorized, the same shall not be held directly or indirectly to have varied or affected any right or claim of the said Hugh Allan to or under the said contract of the sixth of April, eighteen hundred and sixty.

32. That the said contractor will have the power to void this contract at any time, by giving the Government twelve months' previous notice of his intention to do so.

And for the due execution of these presents, the said parties have made election of domicile irrevocable, to wit: the said Hugh Allan at his actual residence, and the said Honorable Oliver Mowat, at the Post Office Department for the time being, at which places, &c. For thus, &c.

Thus done and passed and sealed at the City of Quebec, in the Office of the said Postmaster General, on the day, month and year first above written, under the number six thousand four hundred and eighty-six.

And the said parties, together with William Henry Griffin, Esquire, Deputy Postmaster General, also present, have set and subscribed their names and signatures to these presents, together with us the said notaries, in faith and testimony of the premises, these presents being first duly read according to law.

(Signed,)

{ HUGH ALLAN,  
O. MOWAT,  
W. H. GRIFFIN,  
F. L. GAUVREAU, N.P.  
J. B. PRUNEAU, N.P.

(No. 29.)

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 14th March, 1864; for "Copies of all Documents, and for information, respecting purchase  
"of Tracings of French Inventions from Mr. Charles Lindsay.

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
21st March, 1864.

(No. 30.)

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 17th September, 1863; praying for "a Statement in detail of the number of Tavern  
"Licenses issued in this Province, by the different Municipalities, during the  
"years 1860, 1861 and 1862; the amount due the Government on such  
"Licenses; the amount paid, the time, and by whom; the amount still due,  
"and by whom due."

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

Secretary's Office,  
21st March, 1864.

(No. 31.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 17th March, 1864; for "Information respecting Free Grants of Land on Colonization "Roads."

By Command.

A. J. FERGUSON BLAIR,  
Secretary.

Secretary's Office,  
24th March, 1864.

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(No. 31.)**RETURN**

To an Address of the Legislative Assembly, dated 1st inst.; for "Information "respecting the Allowance from the Colonization fund to the County of "Wolfe, in 1861, 1862 and 1863."

By Command.

JOHN SIMPSON,  
Secretary.

Secretary's Office,  
9th June, 1864.

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

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# REPORT

OF THE

MINISTER OF

Agriculture and Statistics

FOR THE YEAR 1863.

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Printed by Order of the Legislative Assembly.

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Quebec:

PRINTED FOR THE CONTRACTORS, BY HUNTER, ROSE & CO.

1864.





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# GENERAL ANNUAL REPORT

OF THE

## Minister of Agriculture and Statistics.

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To His Excellency the Right Honorable CHARLES STANLEY, Viscount  
MONCK, Governor-General of British North America,  
&c., &c., &c. :

MAY IT PLEASE YOUR EXCELLENCY :—

I have the honor to submit for your Excellency's consideration my Annual Report of the administration of the Department of Agriculture, which it has pleased your Excellency to entrust to me.

The state of the Department was not, when I assumed the charge of it, satisfactory, although my predecessor in office had effected changes in its organization to its decided improvement.

The surest remedy for the defects still existing in its management, would be the appointment of a permanent deputy-head, perfectly well-qualified in respect of the acquirements more particularly connected with the objects of the Department. He ought, at the same time, to possess ideas of governing and systematizing service, which may ensure the prudent management of the office in the intervals which may occur, through political or other changes. I am convinced that the faulty organization which has been so prejudicial to the efficiency of the service, is to be mainly attributed to the absence of a functionary of this kind, and that the adoption of my suggestion would be a certain and permanent remedy for the evil.

It is easy to understand the reason why, under the present method of distributing the duties of the office, there have been some grounds for regretting the want of unity and concert in the performance of them ; and looking at the short intervals of leisure which my predecessors in office could devote to the study of the several distinct branches of the Department, and to the simultaneous performance of various important duties belonging to it, we may readily account for such a state of things. It is well also to remark that the engagements of the Chief Commissioner as one of Her Majesty's advisers, absorb a great portion of the time which ought to be at his disposal, for the discharge of the special

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duties of his office; and that, moreover, the small remaining part of it is necessarily devoted to the ordering and preparation, in their several offices, of administrative acts which ought to pertain to the head of each.

The deputy-head, understanding the nature and extent of his duties, would speedily acquire a perfect knowledge of the working of the various branches of the service, and consequently, experience in managing, and a degree of practical judgment which would ensure the full effect of the printed regulations of the Minister, to whom he would every day submit, for his approbation, the results of his unremitting and special study, and the fruits of each day's work.

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### LOWER CANADIAN COLONIZATION.

The colonization of the wild lands has suffered and its progress has been much retarded by the failure to obtain the grant in the spring of 1863, and the funds voted having been all expended before I took office, I was quite unable to push on the work, until legally enabled to do so, by a vote of the Legislative Assembly.

In the Session ending in October last, \$25,000 was granted, which, through the previous exhaustion of the fund and the advanced season of the year, I could only partially appropriate, for indispensable purposes of the hour, without being able to give the needful impulse to the several undertakings which is so desirable.

I may now be permitted to point out to Your Excellency some causes which have hitherto impeded the progress of colonization :

The first is the prejudice unfortunately too prevalent among those who have always been advocates for the opening of the roads in detached sections, in rear of each parish or old settlement, making this the basis of the work undertaken and executed. Past experience demonstrates the uselessness of all efforts so applied; it is sufficient to glance at the localities to which the tide of colonization has naturally flowed, to appreciate the nature of the assistance which it requires, and which the Government is bound to accord in the fullest measure possible.

The Eastern Townships, while still destitute of regular roads, have been penetrated in many directions by our Canadian fellow-countrymen, and we already find, at the distance of thirty or forty miles in rear of the old parishes on the river, many prosperous villages, which compete in wealth of all kinds, with the most prosperous of the old parishes, and this magnificent result, so consoling to our patriotic feelings, is not the effect of railroad communication, which has arisen to increase the facility of transport and the chances of success, but had in part preceded it.

We find also, in the Ottawa Territory, colonization making long strides over great distances to discover remote and fertile valleys,—favorable locations for settlement; and the same may be said of the St. Maurice.

A still more striking instance of this tendency is found in the valley of the Saguenay, whither, in spite of the absence of roads, the inhabitants of the Bay of St. Paul, of the Eboulements, of Malbaie, and of the Counties of Kamouraska, L'Islet and Témiscouata,—which latter had the St. Lawrence to cross, the Saguenay to ascend and twenty leagues of

painful woodland travel to struggle through,—have made their way through all difficulties to colonize Hébertville and the vicinity.

The District of Rimouski has, like that of the Saguenay, received in rear of the old parishes many settlers from the same counties. Why did these intrepid pioneers turn their backs on their own native place, and go so far in quest of a resting place? Because the lands in those new sections of country promised a better return to their toil. This is why the immense sums, laid out in promoting the great object of colonization, have failed to produce all the results expected from them; because the march of settlers has too often taken a different direction from that established for their benefit. On the other hand, when we find that scarcely one solitary house is to be met with in most of the little roads opened within these ten years past in rear of the old parishes, must we not regret and condemn the fatal prejudice, too long prevalent, which is founded on the error that Canadians cannot live out of the shadow of the paternal roof; whereas, on the contrary, we find them, as hardy pioneers, plunging twenty, thirty, and fifty leagues into the forest, seeking and finding lands, which become a source of happiness in youth and of hope in their old age?

The great channels of communication in Gaspé and in the Eastern Townships, and the Ottawa, St. Maurice and Saguenay Districts ought, therefore, to be first well established. These once completed, as I have already stated, the roads of the second order will be easily determined on; for the colonists, with their instinctive foresight of a successful future, will, by settling in groups on the best lands, indicate where they are needed, better than those persons who judge only according to some favorite theory.

Colonization has been not less retarded by another cause, which it is more difficult to remove, for it is founded on self-love. It is that every one is desirous of directing the mode of colonizing according to his own ideas, not considering that the want of unanimity in action is itself an element of weakness.

This want of unanimity in schemes formed without a mutual understanding, in efforts separately made, retards the progress of this great national movement, and diminishes resources by dividing them, or by applying them to too many objects at once, without order and without concert.

The public purse is the only source from which the means of opening all these new roads are derived. And the effect of this is—that as all demands for roads cannot be fully satisfied, the roads are made imperfectly, and often disappear altogether, either for want of care in those who have it in charge to maintain them, or because they are found to be of no use. Besides which, these isolated undertakings nullify the advantages resulting from cross-roads, which a great number of settlers succeed in opening little by little, but which isolated groups have not the means to undertake.

Morever, bearing in mind the fact which I have just mentioned,—that the public purse is the only source from which the means necessary to effect this object are furnished,—the necessity for systematizing the opening of the routes of communication, in order that they may be productive of greater beneficial results by seconding combined efforts to attain a common object and one of general utility, will be brought into a more salient point of view.

These ideas are, I am aware, not new; but they require to be repeated in order to remove, so far as circumstances will allow, one of the greatest impediments to the progress

of colonization. It is not out of place here to state, that if the evil exists the cause may too frequently be found in the exercise of irrational patronage.

With the view of adopting as far as possible in colonization matters, this new system of opening our great central highways, I have thought it right, in so far as lay in my power, to limit the application of the \$25,000 placed at the disposal of this department, in order to add as much as possible of it to the sum which will, in 1864, be granted by the legislature for this service in Lower Canada.

The period, last autumn, at which the grant of the \$25,000 in question was made, being unfavorable for the advantageous appropriation of the sum, owing to the short duration of the hours of labor and the frequent showers of rain which prevail at that season, I decided to apply as little of it as possible, except for the opening of some absolutely necessary winter roads, the completion of bridges already commenced, and the cutting and conveying over the winter roads of the timber necessary for the construction of new bridges, as Your Excellency may see by the report of Mr. De La Bruère hereto attached.

The balance of the grant, added to that which will be asked for 1864, will be more usefully and advantageously expended in the spring and summer of 1864, when the weather is fairer, the days longer, and the earth in a fitter condition to be worked.

Exertions, and a wise administration of these moneys, will, I hope, compensate for the delay to which colonization has been subjected by the lack of supplies and the various political changes, which often stop for a time the development of useful projects, the accomplishment of which always requires several years of constant labor and uniform management.

A costly survey has been made with the view of ascertaining the possibility of opening a road between Stoneham or its vicinity, and the Metabetchouan River or its vicinity.

Messrs. Neilson and Hamel, to whom the work was entrusted, reported that the proposed road would be practicable, and they recommend that it should be opened, as it would be of use to settlers on the Upper Saguenay; but they shew at the same time that the soil throughout the whole course of the proposed road is totally unfit for cultivation, except at the two extremities.

This latter opinion, expressed by Messrs. Neilson and Hamel, is moreover corroborated by that of a gentleman whose competence to pronounce an opinion in the matter is universally acknowledged; I allude to J. Perrault, Esquire, M.P.P. That gentleman, impelled by patriotic motives which should be appreciated by all his fellow countrymen, did not shrink from sharing the fatigue and danger of the expedition in order to assure himself of the nature of the soil between Tewkesbury and the approaches to Lake St. John, and at the same time of the practicability of opening a road between those two points, and of the advantages to be derived from so doing.

In my opinion, the immediate completion of the Kinogami road from Grand Bay and Chicoutimi to the west of Lake St. John, so as to connect all the settlements on the Upper Saguenay with the navigable waters of the River Saguenay, and the opening of a good route of communication from the settlements in question to the banks of the river, are urgently necessary in order to provide the settlers in that vast and fertile agricultural district with an outlet for their produce, and to promote the colonization of that fine tract of country.

Another survey of a rich tract, to which my attention was drawn by several gentlemen of the clergy, has been made for the purpose of locating a road across the townships situated between the seigniory of Madawaska on the east, Lake Pohénégamook and the River St. Francis on the west, the Taché road on the north, and the Province of New Brunswick on the south.

This tract, which is undoubtedly one of great agricultural richness, when opened to colonization by a road which, starting from the Pohénégamook road, will cross the townships of Estcourt, Bostford and Cabano, to connect with the Lake Témiscouata road on the east, and with the New Brunswick boundary line across the township of Bostford, cannot fail to be rapidly settled. The report of that survey shows that already, notwithstanding that the tract has not as yet been laid out, several lots are occupied and cleared. A great number of young Canadians, the sons of farmers settled on the banks of the River St. John, and thrown within the New Brunswick territory by an extraordinary arrangement of the boundary line between this Province and New Brunswick, are only awaiting the opening of this road to come and increase our riches and our national strength and to join their Canadian countrymen.

Before concluding this part of my Report on Colonization, I am happy to be able to inform Your Excellency that, thanks to the grant of \$900 to the Acadians of Metapédiaic for their colonization road, they have succeeded in accomplishing the object of that grant, and that, at the same time, the sum in question expended in their young colony has not only enabled them to provide for the wants occasioned by the early frosts of last autumn, but has also given them the means of obtaining seed-grain for next spring.

The friends of colonization may well congratulate themselves on the prosperous future destined for that truly national work, when they consider the extent to which its development may be carried in the numerous, fertile and as yet entirely unoccupied tracts which this Province possesses, and which only await the labor of the settler to substitute abundant harvests for the immense forests with which they are now clothed. Apart from the St. Maurice, Ottawa, Saguenay and Eastern Townships districts, in which millions of farmers will find the elements of a happy and prosperous existence, the townships of Rimouski, the magnificent county of Bonaventure and both sides of the great Metapédiaic road also afford to colonization resources which several generations will be unable to exhaust.

#### IMMIGRATION.

The decrease in immigration in 1863, amounting to 2,755 as compared with 1862, is owing to causes which may be easily imagined. The unfortunate war which for three years has rent the bosom of the neighboring great Republic, has of necessity carried off from agricultural and manufacturing pursuits hundreds of thousands of adult arms, which had to be replaced at any cost. Hence arose a marked increase in the price of labor in the United States, and a proportionate augmentation of immigration.

The high bounty offered for enlistment in the army of the North has also had a powerful effect in directing the current of European emigration towards our neighbors' shores.



If, however, we compare the respective results of the immigration movement in the two countries, we shall arrive at the conclusion, that in proportion to the respective populations of Canada and the United States, we have received a greater number of immigrants than our neighbors.

Indeed, the following table furnished by the Chief Emigration Agent, showing the number of emigrants who arrived in Canada and the United States from 1830 to 1860, enables us to demonstrate that at [the latter date, and in proportion to the population of the two countries, the per centage of immigration was 36.06 for Canada and 35.05 for the United States, giving us a surplus of 1.01 over our neighbors.

STATEMENT of the number of Immigrants who arrived in Canada by the St. Lawrence, and of those who arrived in the United States, from the year 1830 to the year 1863, inclusive; with a decennial statement of the population of the two countries, and the percentage of increase.

YEARS.	CANADA.			UNITED STATES.		
	Number arrived at Quebec and Montreal.	Population.	Percentage of increase.	Number of foreign passengers to the United States.	Population.	Percentage of increase.
1830.....	28,000			23,327	18,866,020	
1831.....	50,256			26,633		
1832.....	51,746			60,482		
1833.....	21,752			58,640		
1834.....	30,935			65,365		
1835.....	12,527			45,374		
1836.....	27,728			76,242		
1837.....	21,901			79,340		
1838.....	3,266			38,914		
1839.....	7,439			68,069		
1840.....	22,234			84,066	17,096,453	33.02
1841.....	28,086			80,289		
1842.....	44,374			104,565		
1843.....	21,727			52,496		
1844.....	20,142			78,615		
1845.....	28,375			114,371		
1846.....	32,753			154,416		
1847.....	90,150			234,968		
1848.....	27,939			226,527		
1849.....	38,494			297,024		
1850.....	32,292			369,980	23,191,876	35.01
1851.....	41,076	1,842,265		379,466		
1852.....	39,176			371,603		
1853.....	36,699			368,645		
1854.....	53,183			427,833		
1855.....	21,274			200,877		
1856.....	22,439			200,436		
1857.....	32,097			251,306		
1858.....	12,810			123,126		
1859.....	8,778			121,282		
1860.....	10,150	2,507,657	36.06	153,640	31,429,891	35.05
1861.....	19,923					
1862.....	22,176					
1863.....	19,419					
	978,316			4,933,913		

When we consider the result of the foregoing statistics, we should be satisfied with the movement which has taken place to our advantage; but an evil, which it is hard to remedy, consists in the impossibility of retaining the immigration to our shores by the St. Lawrence, for according to the reports of our local agents, we have been able to establish that from 1852 to 1860, 146,853 immigrants left Canada for the United States, as shewn by the following table:—

STATEMENT shewing the number of Immigrants arrived in this Province by the St. Lawrence and the United States, and their movement:—

YEARS.	By the St. Lawrence.	From the United States.	Total.	Emigrants from this Pro- vince to the United States.	Settled in	
					Upper Canada.	Lower Canada.
1852.....	38,640	4,000	42,640	13,333	27,031	2,276
1853.....	35,968	5,000	40,968	11,504	25,089	4,395
1854.....	52,263	7,000	59,263	22,000	33,263	4,000
1855.....	20,796	10,000	30,796	5,500	22,767	2,529
1856.....	21,167	10,729	31,896	9,352	20,044	2,500
1857.....	30,257	41,994	72,251	38,397	31,423	2,431
1858.....	11,114	26,900	38,014	25,675	11,100	1,239
1859.....	7,061	13,179	20,240	13,940	5,500	800
1860.....	8,599	4,829	13,428	7,152	5,544	732
	225,865	123,631	349,496	146,853	181,741	20,902

The difficulty of obtaining these statistics with correctness since 1860, has compelled me to limit my observations to the exact data which are available up to that period, it being impossible to complete the official reports of the later years except by means of approximate information respecting the number of emigrants who leave the Province for the United States, which is collected with difficulty by the Emigration Agents.

A fact, however, relating to the immigration of 1863, which is deserving, at the present time, of special mention, is that the class of immigrants has been greatly superior to that of preceding years, as shown by the tables contained in the reports of the chief and local agents, hereto attached; and also that but 58 deaths had to be recorded during the passage, and that but one occurred at the Quarantine Station at Grosse Isle.

Referring to what has been said in the beginning of this report, in which I mentioned that the decrease in the number of immigrants last year was very slight, in spite of the advantages offered them by our neighbors, I may be permitted to state that immigration to our shores is making constant progress and has become an institution which, by its constant action, will contribute to swell the total of our population and to develop our immense

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agricultural, mining and manufacturing resources, and the various branches of industry which offer so promising a future in our land to intelligent and persevering labor.

If we glance at the progress of immigration in our sister colonies of British North America, we find that for fifteen years there has been hardly any immigration in Nova Scotia, and that the number of immigrants who arrived at the different ports of New Brunswick, in 1862, only amounted to 676, whereas in 1847 the total was 14,879.

From 1847 to 1854 immigration continually decreased, and at the latter date the total amount was only 3,440. The next year it fell to 1,539, and the decrease has continued in same proportion up to the present date.

The extraordinary afflux of European emigration to the United States, during the last three years, will cease with the temporary cause which has produced it, and the current will return to its usual channel, again giving to this Province its proportionate share, as shewn in the reports already published.

The Government, of which I have the honor to form part, has hastened to put in execution several important recommendations, made during the Session of 1862, by a standing committee on emigration and colonization. A convenient landing place for immigrants, with suitable sheds and wash-houses, has been constructed at the port of Quebec. The emigration offices, close to the sheds and the landing place, have been, as far as possible, isolated from the ordinary commercial landing places, which are always thronged with runners and transport agents. As to the division of immigration agencies in the interior, it in fact existed at the time the suggestion was made by the committee, and there is nothing to shew that new divisions are at present necessary.

A work on emigration, and the advantages offered by the Province to emigrants, will be in press in a few days, and will, I hope, fulfil the expectations which are therein held out, provided that it is distributed without loss of time.

Of all the recommendations of the committee, there remains to be carried out only that one which refers to the appointment of an emigration agent at New York, and to the amendment of sections 16 and 19 of Chapter 40 of the Consolidated Statutes of Canada; and to this I have drawn the attention of the Government.

Before concluding my remarks on this subject, I consider it my duty to dwell, as my predecessors have also done, on the necessity of employing the most effectual means to put a stop to the emigration of our fellow-countrymen to the United States, and to suggest that a special messenger should be charged with the duty of visiting them, and inducing them to return to this Province, in which the encouragement granted to colonization and agriculture and the development of the mining industry ensure to them a lot preferable to that which they have, by deceitful promises, been induced to seek in a foreign land.

It is but just that if the public purse is used to encourage European immigration to this country, it should also assist in bringing back to our midst, those of our fellow-countrymen who have left us in the vain hope of meliorating their condition.

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## AGRICULTURE.

The reports of the various agricultural societies, in both Upper and Lower Canada, exhibit the increasing interest manifested by the agricultural classes during the last few years in the improvement of agriculture. Despite the prejudices and difficulties which the work of disseminating the most enlightened ideas and theories on the grand science of agriculture has had to encounter, and which have delayed the general adoption of the most improved implements, a gradual progress in this direction has been manifested. This progress has not been rapid; a reason for which it is not difficult to find. The extent of territory in this Province still covered with forest and suitable for cultivation, is still so vast, and the price of land on that account so low, that the farmer seeks rather to increase the extent of his lands than to improve them, and experience shows that these circumstances are not favorable to the adoption of a perfect system of cultivation; whilst, when the price of land is high and the domain of the farmer necessarily more restricted, he then feels the necessity of increasing the producing power of his land, which can only be effected by carrying out the treatment and improvements suggested by science and experience. It is to be remarked, that throughout the whole Province an improved system of cultivation has generally been first adopted in those places where rural property has attained the highest price; that its general adoption has been governed by this gradually increasing value, both increasing in the same proportion; this is most evident in the old settlements, and in the vicinity of the great centres of population.

The first efforts made in this direction are only the prelude to greater successes, which cannot fail to crown the efforts of those Governments which have successively lavished encouragement on the work, and those of the press which have been unanimous in advancing and promoting them.

Other powerful means for advancing the cause of agriculture also exist, among others the publication of periodical agricultural reviews by men of talent and special attainments; the establishment and working, in Lower Canada especially, of establishments for affording instruction, theoretical and practical, in the science of agriculture, such as have been founded by devoted men, viz., the Abbé Pilote at St. Anne de la Pocatière, the Abbé Therien at Ste. Thérèse, and the Abbe Potvin at the College of Rimouski; instruction in this science in the Normal Schools and other public institutions, and above all and as the result of all these efforts already applied, the removal of the unfortunate and absurd prejudice which has for such a length of time induced our educated youth to believe that the liberal professions alone offered them a career worthy of their pursuit; and it is with the highest satisfaction that we now see a large number of them devoting their pecuniary means, and the experience resulting from a high education, to the most noble of all the arts.

Unfortunately the establishments I have just mentioned do not receive an adequate public grant, and if we take into consideration the enormous sacrifices made by their founders, and the absolutely certain results we may expect to realize, we speedily arrive at the conviction that the Legislature ought to make a special appropriation for their encouragement.

The Lower Canada Board of Agriculture, convinced of the necessity of aiding in the promotion of instruction in agricultural science, has appropriated the sum of \$1,000 per

annum to found twenty scholarships, with the view of inducing our young fellow countrymen to receive the benefit of such instruction.

Another means eminently calculated to disseminate a taste for agriculture and a knowledge of the science, would be to cause to be distributed in the schools receiving public aid elementary treatises on the various branches of the science, an interest in which would certainly be created in the minds of the people,—among whom good moral conduct will prevail in proportion to their increased attachment to the cultivation of the soil. It is a fact admitted that the family of the farmer, however humble it may be, is surrounded by the nature of his occupations with a purer moral atmosphere than other classes of society; for its daily labor is performed under the eyes of its head, who thus without effort watches over its moral conduct while directing its material labor.

With a view of making provision for this object, with efficiency, economy and regularity, these books ought to be selected by the Board of Agriculture in each section of the Province, and form part of those annually distributed as prizes or class-books or otherwise in each section by the Superintendents of Education.

This consideration of the moral result of the extension of the cultivation of the soil, which ought to be always present in the mind of the legislator, is too closely connected with the question of public prosperity and of the social and material progress of the people, not to engage all the sincere friends of our country to unite their efforts to secure, by every possible means and at any sacrifice, the progress of agricultural instruction and the maintenance of establishments founded with the view of affording it.

Upon examining the reports of the agricultural societies, it is to be noticed that in general the prizes granted by these societies are chiefly for animals and for grain.

It would, I conceive, be highly advantageous so to amend the laws which govern these associations, as to compel them to apply a portion of the funds at their disposal to rewards for the clearing of waste lands, for the improvement of the soil, and for the improved cultivation of garden produce and textile plants.

The cultivation of the latter, though far less advanced than it ought to be, has, however, since the increase in the price of American cotton caused by the civil war, begun to assume proportions which are deserving of our most earnest attention. During last year, several thousands of acres of land were added to the quantity already devoted to the cultivation of the plants in question; the advantages resulting from which are now the more highly appreciated, as it is well known that our soil and climate are eminently adapted to the growing of hemp and flax.

The only obstacle to the increased cultivation of these products is the difficulty of finding a market for the raw material, or of manufacturing it.

A certain number of machines for dressing hemp have been introduced into the Province, at the cost of the Government, and there is already a manufactory at Terrebonne, capable of furnishing farmers with improved machines, in quantities sufficient for present requirements, and also to meet the demand for several years to come.

So soon as the use of these machines shall become more general, and when the preparation of the material can be accomplished with more economy and rapidity, it will be the duty of the Government to encourage the establishment of spinning factories, and to demonstrate the advantages resulting from them, by importing and distributing in various parts

of the Province, improved machines, in conformity with the suggestions made by a distinguished agriculturist, Mr. Ossaye, who treats specially of the culture of textile plants, and of the utilising of the products of that culture.

Mr. Ossaye is of opinion, that instead of keeping the prisoners in penitentiaries, gaols, and reformatories, breaking stone, their labor might be utilised in the spinning of textile plants by means of machines introduced by the State into those institutions. This plan presents the double advantage of increasing the revenue from these establishments, and of preparing the convicts, by means of useful and morally beneficial labor, for a respectable and lucrative avocation, when they are restored to society.

If this suggestion were adopted, we should, within a few years, cease to pay tribute to foreign industry for the production of linens, rope, cables, twine, and cordage, of which there is so vast a consumption in this Province, and should attain a stage of industrial progress corresponding to the progressive development of an important branch of agriculture, perfectly adapted to our soil and to our climate.

#### PATENTS FOR INVENTIONS.

The following statement demonstrates, that notwithstanding that the number of applications for Letters Patent is greater, and the revenue from this source has been larger, nevertheless, the increase has not been so rapid as in former years. This is easily explained by the fact that the public have, for the last two years, been anticipating important modifications of the law regulating this species of property. On the other hand, patents are evidently acquiring greater importance than heretofore, since the number of transfers has increased. This increase indicates a salutary development of the spirit of industrial enterprise, which cannot fail to benefit the commercial and agricultural interests of the Province. This progress is a matter which demands from the Government serious attention, and a thorough consideration of the means best adapted to the perfecting of this branch of the administrative service, in such a manner as to define more clearly and more efficaciously the respective rights of inventors and of the public.

#### COMPARATIVE STATEMENT OF BUSINESS TRANSACTED—1861-'62-'63.

Year.	Applications.	Patents granted.	Transfers registered.	Drawings registered.	Trade Marks registered.	Fees received.
1861.	160	142	56	2	3	\$3,012.70
1862.	180	160	72	—	17	3,650.90
1863.	207	156	78	4	1	3,759.75

For several years past, it seems to have been admitted that our laws relating to the granting of letters patent for the protection of inventions and discoveries, require certain modifications and the enactment of new provisions, with the view of simplifying and regulating this branch of the public service.

The gradual increase in the business of the Patent Office affords, from day to day, further proof of the necessity of an early revision of the law relating to that department.

Of all the modifications which have been discussed, for some time past, the most important are undoubtedly those which would have the effect of assimilating our laws more closely to those of the nations now at the head of civilization, and permit inventors from all countries to enjoy amongst us that protection which is now afforded them almost everywhere.

The expediency and advantages of such a measure have frequently been debated. I think that the reasons given, and which seem to suggest themselves the first from a simple examination of the question, militate strongly in favor of a more liberal system than that which is possible under the present law.

Now, by enabling the subjects of other countries to take out letters patent amongst us, upon the same footing as our own people, we shall at once throw open to inventors residing in our country a vast and fertile field, from which they are at present excluded—the States of the neighboring Union, which, by recent enactments, have offered the protection of their laws, upon the same footing and upon the same conditions as to Americans themselves, to all inventors the subjects of countries in which protection is extended to American inventions.

By following this example of liberal legislation, we should at once put an end to the position of inferiority in which our own people, as well as all other British subjects who come to reside amongst us, are now placed.

But there is a more pressing consideration which seems to me deserving of our immediate attention, and which should induce us to adopt a more liberal system, inasmuch as it affects more directly the interests of the greater number; I mean the stimulus which must of necessity be imparted to our own manufacturing industry, by affording protection to machinery and improved processes originating in other countries, but which, for lack of adequate protection, no one ever seeks to introduce amongst us. It is quite evident that the establishment of new machinery, the preliminary cost of experiments, the construction of models, &c., necessitating, as they do, a certain outlay of capital and the incurring of risk, to which those who have only to copy what has been already effected are not exposed serve, to a certain extent, to deter foreign inventors and capitalists who might be disposed to establish new branches of manufacture in our midst, which, by employing within the country our primary agencies, the arms of our people and our native power, would have the effect of augmenting the general prosperity. By making it a simple condition for the protection afforded to patentees that the machinery or improved production should be manufactured within the Province, a provision adopted in France and several other countries, consumers would be protected against an outside monopoly and our manufacturers against unfair competition. I might refer to several machines and manufacturing processes which would receive much more attention and be developed in our midst, if the holders of foreign patents could obtain in this country the same protection which is afforded to them elsewhere. I shall cite but one case of this kind, because it affects more immediately the interests of the agricultural classes, to show that certain products which are now neglected or lost would become available for useful purposes, and that consumers and the public generally would themselves reap the greatest advantage from such a measure.

A company composed of capitalists from the United States have purchased from the inventor the proprietorship of a new, economical and highly ingenious process, by means of which textile plants, wood, straw and other ligneous substances are disintegrated in a few minutes, and the fibres thus prepared are at once fit for the carding or paper making machine, without the process of steeping or of the use of alkalis. This method, which would become a source of wealth by at once rendering profitable the culture of flax, hemp, &c., belongs, as above stated, to an American company, who will naturally decline investing a large amount of capital amongst us unless they obtain the protection of a patent. The striking importance of this case naturally induced me to select it from amongst a host of minor instances.

I deem it unnecessary to dwell any further upon the necessity of following, in the matter of patents for inventions, the example of liberality and of reciprocity afforded us in this respect by older countries, more advanced than ourselves in the development of the various branches of manufacturing industry, a course the adoption of which, it would seem, they have never had reason to regret.

Another consideration which should go far to induce us to modify our laws in this direction is, that the Province must necessarily derive from the fees to be levied a large amount of revenue; for a majority of the Americans who incur the expense of taking out a patent at home, would not fail to claim protection here. Now, as the department charged with this branch of the public service already meets its expenses out of the revenue derived from the comparatively small number of patents granted, it could, without any large increase of expenditure, receive a far larger number of applications, which would thus give a large net surplus, increasing from day to day.

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#### BOARDS OF ARTS AND MANUFACTURES.

The reports of these Boards for 1863 are addressed the Department of Agriculture in pursuance of the provisions of the Act 20th Victoria, chapter 32.

That of the Upper Canada Board exhibits a continuance of the state of prosperity described to your Excellency in the report of my predecessor in 1863.

The Board had to its credit, in December last, a disposable balance of \$1,167.50. During the year 123 volumes have been added to the library, and it now contains 1171.

The report of the Lower Canada Board merely sets forth anew the financial difficulties by which all its efforts are paralyzed, and which it cannot overcome without the intervention of the Government.

I shall have the honor of submitting to Your Excellency, as well as to the different branches of the Legislature, copies of the reports of these Boards and of the Board of Agriculture of Upper Canada and of Lower Canada, embodying information of a highly useful character and details of the greatest interest relating to the progress of agriculture.

The whole respectfully submitted.

L. LETELLIER,  
*Minister of Agriculture.*





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## APPENDIX TO THE REPORT

OF THE

# Minister of Agriculture and Statistics.

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## SECOND PART.

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### REPORT on the COLONIZATION ROADS in LOWER CANADA, FOR THE YEAR 1863.

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BUREAU OF AGRICULTURE AND STATISTICS,  
COLONIZATION DEPARTMENT,  
Quebec, 29th February, 1864.

To the Honorable L. LETELIER,  
Minister of Agriculture,  
&c., &c., &c., Quebec.

SIR,—In pursuance of your instructions, I have the honor to submit my report on the work done on the Colonization Roads in Lower Canada, during the year 1863.

The grant from the legislature having been made at a very advanced period of the season, and circumstances, which it was impossible to control, having retarded the distribution of the moneys, it was deemed more advisable, in the interests of colonization, to put off until next spring the expenditure of the sums set apart for the opening of roads.

Nevertheless, some work has been done, chiefly in the opening of roads for which grants had been made in 1862, and in the preparation of the timber required for the construction of certain bridges.

The unanimous expression of public opinion in favor of the opening of Colonization Roads, and the success which has already crowned similar undertakings, lead to the hope that the efforts of the Government towards effecting the settlement of the wild lands of the Crown will be nobly seconded by the representatives of the people.

Under present circumstances, I deem it my duty to say that the country ought to make yet more strenuous efforts, and even impose sacrifices upon itself, in order to check the current which, particularly since last summer, has been hurrying off large numbers of young men and families towards the United States, a current which would seem to be daily assuming more vast proportions.

The hideous sore of emigration to the United States is again open. Canada grieves to behold her purest and most vigorous blood flowing from her; and if a prompt and energetic remedy be not applied, the best fruits of colonization, in many localities, will be lost, and the colonization movement itself will be seriously compromised.

Canadians, deluding themselves with false hopes of advantages to be secured abroad, abandon the clearing of their land, and daily desert our rural districts; and each railway train deprives us of some of the strong arms, which the country needs so much.

In the presence of facts so deplorable, and of so vast an emigration, half-measures are useless; and I cannot entertain the slightest doubt but that the legislature, having so deeply at heart the interests of the country, seeing the magnitude of the danger, and aware of the whole extent of the evil, will promptly set apart, in behalf of the patriotic

work of colonization, such a sum as will inspire our devoted settlers with good hopes for the future, and make them cling to the land of their birth.

The length of roadway opened in 1863, is 36 miles and 18 arpents. Of this extent, four miles and one arpent and a half, as well as 16 miles and 11½ arpents previously opened, have been finished, making a total of 20 miles and 12½ arpents of roadway completed in 1863.

Bridges forming a total length of 6,296 feet of roadway, have been constructed, and also two miles and two and a half arpents of crossway.

In addition to the above works, an extent of 72 miles and seven arpents of old road have been repaired or improved.

The sum expended in these different works was \$23,386.98.

I have the honor to be, Sir,

Your obedient servant,

**BOUCHER DE LA BRUÈRE,**

Acting Inspector of Agencies.

**COUNTY OF CHICOUTIMI.**

**KINOGAMI ROAD—FIRST SECTION.**

Superintendent: T. BOULLIANE.

Balance of grant for 1862.....	\$582 85
Amount paid.....	300 00

Balance remaining ..... \$282 85

With this sum Mr. Boulliane has finished 16½ arpents of roadway, as well as several bridges in the part adjacent to Beau-Portage Bridge.

Several persons put in crops along the line of road; the barley was very fine, and ripened thoroughly.

All the lots upon the road have been taken up, and a considerable amount of clearing has been made.

**SECOND SECTION.**

Superintendent: J. B. GAUDIN.

Amount granted.....	\$300 00
Amount paid.....	300 00

The extent of roadway finished in 1863 has been 30 chains. One of the Kouspaganish hills has also been finished. The remainder of the road is open as a winter road to Metabetchouan.

Four bridges, measuring in the aggregate 39 feet of roadway, have been made.

The soil, where Mr. Gaudin carried on the work, is of excellent quality. It is composed of a thin layer of sandy loam, resting upon a clay bottom. When mixed, this soil is very fertile. The hay planted by Mr. Gaudin for the purpose of consolidating the road, grew to a height of five feet.

The soil is of the same quality as far as Metabetchouan, a distance of about five miles, but somewhat more marshy.

The following is what Mr. Gaudin wrote me, on the 5th May last, relative to the progress of colonization at Lake St. John :

“During the course of the winter nearly 200 families came to settle at Lake St. John and its vicinity. Many of these families are from different parishes in the County of Charlevoix, and some from the Parish of Beauport, County of Quebec. The greater number of the families came here poor, and they will most certainly be in the greatest distress after putting in their crops. These brave settlers hope that the Government will come to their assistance, and have the Kinogami Road opened for them, this year, as a summer road. The opening of this road, by enabling them to earn the money expended for that purpose, will furnish them with the means of supporting their families. The crop at Hébertville and Quiatchouan, though good, is not sufficient to support them all. Some of them have already come to Chicoutimi to buy provisions, and you know the difficulties these poor settlers have to encounter in transporting them to their homes. A barrel

of flour or pork may, it is true, be carried up to Hébertville without any great danger; but there it must be distributed in bags containing 60 lbs each, in consequence of the dangerous rapids and numerous portages of the Belle Rivière. You may judge what a barrel of flour costs when delivered at Metabetchouan. Very often the canoes are upset in the rapids and the whole contents lost."

It is of the utmost importance that the road should be completed at once, at least so far as the division line between Caron and Metabetchouan; for then the settlers on the shores of Lake St. John, from Rouspagan to Metabetchouan, a distance of 12 miles, by opening a side line of about 18 arpents to connect with the Kinogami Road, would have a means of communication with the mill at Hébertville, and an outlet for their produce.

The grains harvested in the vicinity of the road are wheat, barley, pease, rye and oats. These crops escaped all injury from insects and frost.

"I passed," says Mr. Gaudin, "in the early part of September, through the first double range of Caron; the whole of the settlers, to the number of 40 families, had arrived only last spring, to cut down the first tree on these lands; their first crop had a splendid appearance, both as to quality and quantity. How pleasant, at such a moment, to a friend of colonization, to behold these sturdy settlers approaching with joy depicted on their countenances, and begging you to tarry a while and contemplate the work they have accomplished in so short a time, and to see how their struggles and fatigues are about to be crowned with success! I knew some amongst them who came with but a hundred weight of flour for their sole wealth. I think that some of these settlers will have sufficient produce from their crops to support them the whole year; they want but one thing—a good means of communication."

Mr. Gaudin estimates that it will take a sum of \$3000 to complete this section of the road.

#### THIRD SECTION.

##### Superintendent: EMILE DUMAIS.

Balance of grant of 1862.....	\$820 87
Balance remaining in hands of Superintendent.....	\$499 35
Balance paid in 1863.....	321 52
	820 87

Of this sum, \$759.87 was paid to Pierre Gagnon, contractor for the timber necessary for the construction of the projected bridge over the River Ouatchouan, in the township of Charlevoix. The remainder was paid to Mr. Dumais for articles and tools furnished by him during the previous year.

The site of this bridge is not as yet definitively fixed upon.

#### KASKOUIA BRIDGE.

##### Contractor: HIPPOLYTE DUFOUR.

Amount granted.....	\$1200 00
Amount paid.....	800 00
	\$400 00

This bridge, over the River Kaskouia, on the Kinogami Road, was given out by contract, on the 29th April last, to Mr. H. Dufour, for the sum of \$1200.

It is 600 feet in length by 15 feet in width.

The timber used in its construction is of the best quality; and it is fastened with iron spike, though the contractor was not bound to do so. The bridge is now finished.

#### RIVER AU SABLE BRIDGE.

##### Contractor: H. DUFOUR.

Amount granted in 1862.....	\$1200 00
Amount granted in 1863.....	200 00
	\$1400 00
Amount paid.....	777 66
	\$622 34

This bridge, situated at the point where the Kinogami Road intersets River au Sable, is divided into two parts by a small island about one arpent in width.

The length of the south-east part of this bridge is 267 feet; the length of the western part is 119 feet—in all 386 feet. It is 18 feet wide and 18 feet high.

The south-east part is finished for a distance of 201 feet, leaving 67 feet to be completed.

Eighty-two feet of the west part have been finished; a length of 37 feet remains to be completed, less the piers, which are finished.

The finished part is solidly constructed, the whole painted and made in accordance with the contract.

The bridge is to be finished on the 15th March next.

BEAU-PORTAGE BRIDGE.

Contractor: H. DUFOUR.

Balance remaining in 1862.....	\$512 50
Amount paid in 1863 .....	487 50
	\$25 00

ROAD FROM ST. URBAIN TO GRANDE-BAIE.

Superintendent: ANDRÉ BOUCHARD.

Amount granted.....	\$53 20
Amount paid.....	53 20

This sum has been expended in clearing the road of fallen trees that stopped the way. Mr. Bouchard has since constructed a bridge 50 feet in length, and repaired thirteen others.

A sum of \$50 has also been paid to L. Fournier, to aid in the construction of a house for the reception of travellers.

COUNTY OF CHARLEVOIX.

BRIDGE ON THE RIVER DU GOUFFRE.

Contractor: IGNACE GAGNON.

Amount granted in 1861.....	\$ 300 00
“ “ in 1862.....	1700 00
	\$2000 00
Amount paid in 1861.....	\$ 300 00
“ “ in 1862.....	1700 00
	\$2000 00

This bridge, situated on the River du Gouffre, in the Parish of the Bay of St. Paul, and built under the superintendence and direction of the municipal council, was given out to be made by contract for the sum of \$3,340; of which \$2000 was paid by the Government, and \$1,340 by the inhabitants, besides \$40 extra by the latter for supplementary work.

The council propose to appropriate a further sum to strengthen the structure.

The length of the bridge is 500 feet by 22 feet in width. It was finished last November, and appears to be solid and durable. It was received on the report of experts.

THE SWAMP ROAD. (*Chemin des Marais*.)

Superintendent: LOUIS TURCOT.

Amount granted.....	\$178 20
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This road commences at a point four miles from the church at Malbaie, on the east side of the river, and terminates at the Ste. Agathe Road, intersecting the branch of the road to St. John's Cove.

It is open as a winter road throughout its entire length, which is 36 miles. Mr. Turcot had work done on all that part which was opened the year before by means of subscriptions.

He widened and cleared the road, taking out the stumps and falling trees which obstructed it.

Ten bridges were built, of the aggregate length of 266 feet.

About one-third of this road borders on lands suitable for cultivation. Where it joins the road to St. John's Cove is a fine block of excellent land, which widens as we approach the Saguenay. The soil of this is a yellow loam, resting on a subsoil of strong clay. In other parts of the road, it is a yellow loam mixed with sand, and here and there vegetable mould with a subsoil of marl. The timber is large, consisting of pine, white spruce, tamarack, cedar, boulean and birch.

This road opens a communication between the settlements at St. John's Cove and the old parishes on the river.

There are a great many water-powers on the numerous streams crossed by the road.

Mr. Turcot says that to complete it for summer carriages will cost \$200 per mile, exclusive of bridges.

### COUNTY OF QUEBEC.

#### THE ROCHE-PLATTE ROAD.

Superintendent: CHARLES RIÉAUME.

Balance of the grant of 1862.....	\$100 00
Amount paid in 1863.....	100 00

This road commences at the Côte de la RochePlatte, and is open to within one arpent of the bridge over the River Huron, where it is to end. One part of it was crossed by a ledge of rock which could hardly be passed. One hundred dollars was allowed to remove this obstruction, but as it would have been very expensive to effect it by blasting, it was thought better to go round it; a road nearly five arpents in length was accordingly traced around its base, of which two arpents have been completed, the rest being left for the spring.

This improvement will enable the farmers to pass with heavy loads without unloading, as they were obliged to do formerly.

### COUNTY OF PORTNEUF.

#### ROAD FROM VALCARTIER TO ST. RAYMOND.

Superintendent: MICHEL DÉRY.

Balance of the grant of 1862.....	\$100 00
Amount paid.....	95 29

Balance remaining..... \$ 4 71

This road commences on the Valcartier Road, and terminates in No. 7 of the 3rd range of Gosford. Three miles of it have been completed this year, which, added to that done in 1862, make a length of five miles practicable for summer vehicles, besides one mile of winter road.

The cost of the road finished has been \$180 per mile.

There are several water-powers on the river, which falls into Island Lake. The road will be very favorable for colonization, and a great advantage to the settlers in the north-east part of Gosford. It has been verbalized as far as No. 21 in the third range of Gosford.

### COUNTY OF ST. MAURICE.

#### ROAD FROM HUNTERSTOWN TO ST. ETIENNE.

Superintendent: CHARLES GÉLINAS.

Amount granted.....	\$69 97
Amount paid.....	69 97

With the above sum, and \$15.03 remaining in hand from last year's grant, Mr. Gélinas, in the course of last winter, got out and prepared the timber necessary for the construction of a bridge 90 feet in length, over the Grand River in the Township of Caxton.

COUNTIES OF ST. MAURICE AND MASKINONGE.

ROAD FROM ST. LEON SPRINGS TO CAXTON.

Superintendent: GEORGES CHAINÉ.

Balance of the grant of 1862.....	\$100 00
Amount paid in 1863.....	50 00
	\$50 00
Balance remaining.....	\$50 00

Besides this sum, the superintendent had in hand a balance of \$144.76. The whole sum was applied to the opening and finishing of eight arpents of the road of half width only. A bridge, eighty feet long and twenty-one feet high, was also built, costing \$180.

The advantages of this road to colonization are very considerable, as it leads to the rich Townships of Caxton and Shawinigan. The progress of these townships has been such that the price of some of the lands in them equals that of land in the old parishes. Mr. Chainé writes to me that travellers visiting these parts cannot believe that the fine township of Shawinigan has not been settled more than twelve years. It is calculated that \$900 will be required in order to finish the road.

COUNTY OF BERTHIER.

ALFRED ROAD AND STE. CATHERINE ROAD.

Superintendent: JEREMIE LAPORTE.

Balance of the grant of 1862 remaining on hand.....	\$316 97
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Mr. Laporte has completed half a mile which had been left unfinished on the Alfred Road.

Of the St. Catherine Road, which is a continuation of the Alfred Road, there remaind still four miles to be improved, of which Mr. Laporte has finished three and a half miles. The work done consisted in the grading and clearing of stone, in ditching, and in the cutting down of some hills, and in the widening of the roadway in several places.

The site of a church has been fixed upon in the present year, by the religious authorities, in the tenth range of Brandon.

Mr. Laporte is of opinion that the sum of \$50 is still required to complete the remaining half-mile.

COUNTY OF JOLIETTE.

JOLIETTE AND MATAWAN ROAD.

Superintendent: MAXIME CRÉPEAU.

Balance of the grant of 1862.....	\$724 30
Amount granted in 1863.....	33 95
	\$758 25
Amount paid in 1863.....	724 30
	\$33 95

The work was continued last autumn, from a point 11½ miles from its commencement, and carried on to within 60 arpents from the settlement of the Messrs. Brassard on the River Matawan; being a distance of 24 miles, opened as a winter road. The 60 arpents lying between the work done and the river were opened at the expense of the Messieurs Brassard, whose zeal in forwarding the settlement of the lands on the River Matawan is so well known.

Mr. Crépeau has, moreover, repaired seven miles of an old road used by the lumberers, branching off from the ninth mile of the summer road and reaching to the second range of Joliette, on the settlement of M. Antoine Leprohon. This latter work was done for the purpose of shortening the distance between the settlers in Matawan and the earlier settlements by several leagues, and facilitating their communication with the town of Joliette. It will likewise be useful by exempting travellers from the ascent of the steepest hills in the other part of the road.

Several bridges have been built, in length collectively 304 feet, and various small bridges of less importance, but for the improvement of the summer road.

In addition to the sum of \$724 30 paid to Mr. Crépeau, in 1863, the further sum of \$299.75 was remitted to him in January last, to meet the expenses of the preceding autumn. The cost of building the bridges was \$230; that of repairing the lumbering road \$70. Thus the winter road has cost no more than \$30 04 per mile, including the cost of locating. "As I have already informed you," writes Mr. Crépeau, "the Abbé Prevost had undertaken to direct the survey, and he has succeeded admirably. That gentleman will pardon my silence on the subject of his merits in this behalf, being aware no doubt that his zeal in promoting the noble work of colonization has been long well known to his fellow-citizens."

With respect to the timber and the soil on the Matawan Road, Mr. Crépeau in his excellent report says: "The quality of the land intersected by the road is as follows: Two miles of yellow loam bear birch, maple, spruce, cedar, &c., but are stony; two miles are sandy, bear fir and spruce, and are also stony; three miles and a half are of yellow loam, bearing mixed timber; six miles are of the same description, a yellow loam, and bear nearly all hardwood; five miles are a yellow rich loam, with all hardwood; two miles and a half have a sandy soil, the timber being fir and bouleau; and the three last miles are of rich yellow loam, with elm, poplar and fir of extraordinary height. I am happy in being able to tell you that throughout the whole of this long distance, traversing a chain of mountains, there is not a hill long enough or steep enough to be worth mentioning, and that, excepting two or three miles, the land is excellent and well adapted for colonization."

"On the north-west side of Lake Kiackamak, within a few miles of the River Matawan, a settler reaped twenty-three bushels of wheat from a bushel of seed, and another one hundred bushels of potatoes from two bushels of seed."

"The settlements on Black River, on the Matawan Road, gave the promise of an abundant harvest, when, in the month of July last, a conflagration consumed everything. On this occasion, three small buildings, besides the bridge over Black River, became a prey to the flames. The bridge has been rebuilt within the present year, at a cost of \$50. The timothy grass seed which I had sown on the road in the summer of 1862, grew so luxuriantly that it would have yielded two thousand bundles of hay, if travellers had not allowed their horses to eat it up.

"Several lots were taken upon the road last summer, on which the settlers will make slashes in the course of the winter, so as to be able to sow them in the spring.

"The whole tract of land intersected by the road is well watered by streams, which afford excellent water powers, and by small brooks. There are also a great number of lakes, abounding with fish. From some of them there have been taken, to my knowledge, in the space of two weeks, upwards of two thousand pounds of trout, and three hundred of maskinongé."

"I cannot conclude this report without alluding to the mills built by the Messrs. Brassard on the Matawan river, at the foot of a considerable fall, which affords a magnificent water power. The mills, which are under one roof, are sixty feet long, forty feet wide and forty-nine feet high.

"The lower story is divided into two compartments, and contains the saw mill and the grist mill. The second story is reserved to be used as a chapel. The saw mill has been in operation since last autumn, and turns out work with amazing rapidity. The grist mill will not be ready till next spring. The cost of these buildings, the works carried on in which are under the management of Messrs. Brassard, will be at least six thousand dollars. This is more than sufficient to show what enormous sacrifices these gentlemen subject themselves to, in order to be of use to their fellow-countrymen.

"I am happy to be able to add that the County of Joliette Colonization Society, composed of the leading individuals in the town of Joliette, the parish of St. Félix de Valois and the other parishes in the county, has displayed much zeal and energy in supporting the Messrs. Brassard in the efforts and sacrifices which they have hitherto made to promote the clearing of the land in the Matawan valley. I have no hesitation in stating that in consequence of such an impulse given by the clergy and the principal residents in the county, and even in the city of Montreal, this fertile tract will before long include several rich and fine parishes: But that this excellent result may be attained, it is necessary that



the Government should continue the work which it has begun, by granting a sufficient sum to effect the immediate completion of the road, which is as yet only chopped out. The road, which should be completed so as to serve as a 'great arterial route,' will cost about \$175 a mile. Thus, as the road is twenty-six miles long, a sum of about \$4,550.00 will be required to complete it."

Steps have been taken by the Joliette Colonization Society to have a half-way inn built for the accommodation of travellers.

COUNTY OF MONTCALM.

KILKENNY ROAD.

Superintendent: CHARLES TURGEON.

Balance remaining of the grant of 1862.....	\$100 00	
Amount granted in 1863.....	900 00	
		\$1,000 00
Amount paid.....		1,000 00

The works on this road, which was already open, were begun at the Achigan river and continued over an extent of three and a half miles, between the seigniories of Lachenaie and Terrebonne, as far as the township of Kilkenny; they were resumed at lot No. 22 in the eighth range of Kilkenny, and continued as far as lot No. 24 in the township of Wexford.

The road is now practicable for summer vehicles over an extent of 15½ miles, but the whole of it is not entirely completed.

These works have cost about \$60 a mile. Mr. Turgeon is of opinion that an equal amount will be required to complete them.

Two bridges have been built, one of which has 117 feet of flooring and the other 20 feet.

Besides these, 536 feet of crossway have been laid.

The road leads, in a direct line, to the town of Terrebonne, and will be very beneficial to the northern townships, and to colonization and trade generally.

The soil over which the road passes is good; hardwood, cedar and fir are abundant.

Mr. Turgeon writes to me that the township of Kilkenny is already populous. Wexford is also being rapidly settled, and about two hundred families have taken up their residence in the township of Doncaster.

The settlers in the latter township have opened a road to connect with that made by the Government.

A church has been built in Kilkenny, and the ecclesiastical authorities have fixed upon the site of a chapel in Doncaster.

There are several water powers along the road.

The kinds of grain sown in the greatest quantity are oats and buckwheat; these were not injured by the frost.

COUNTY OF TERREBONNE.

STE. AGATHE DES MONTS ROAD.

Superintendent: P. AUG. LABRIE.

Amount granted in 1862.....	\$400 00
Amount paid in 1862.....	\$200 00
"    "    in 1863.....	200 00
	\$400 00

Mr. Labrie has built a bridge 380 feet in length and 18 feet wide, at a cost of \$348.10.

The balance of the grant is to be employed in opening an ascent about 43 arpents long, fifteen of which are on cleared land; the remaining twenty-eight arpents pass through standing timber and across the mountains.

It will be necessary to make a further grant to assist the poor settlers of the locality in completing the road.

## COUNTY OF ARGENTEUIL.

ARGENTEUIL ROAD.—ST. COLOMBAN SECTION.

Superintendent: WM. STUART.

Balance of the grant of 1862 remaining in possession of the  
Superintendent..... \$50 00

As I stated in my report of last year, this section of the road crosses some of the roughest and steepest hills in the country.

With the balance which Mr. Stuart had in hand, he has, so to speak, made ten arpents of road anew over some very difficult hills, and improved seven arpents in very bad parts by removing the stumps and stones.

In other places ditches have been dug, the road has been levelled and laid with brush, and some old crossways have been covered with carth.

Moderate loads can now pass with ease over this section of the Argenteuil Road.

## COUNTY OF VAUDREUIL.

RIGAUD BRIDGE.

Contractor: JACQUES NORMAND.

Amount granted in 1862..... \$600 00  
" paid in 1863..... 400 00

Balance remaining ..... \$200 00

The building of this bridge was given out by contract on the 19th February, 1863, by the municipal authorities of Rigaud, to Jacques Normand.

Mr. Normand has bound himself by contract to erect and build, in a workmanlike manner and of good materials, the draw-bridge over the Rivière à la Graisse, in accordance with the plans and specifications adopted by the council.

The contract price for the bridge is \$2600, of which \$2000 are at the charge of the municipality; the remaining \$600 have been granted by the Government in aid of the undertaking.

According to the contract, the bridge is to be finished on the 15th March next.

Mr. E. N. Fournier, in his letter of the 30th November last, informs me that the work is being carried on with great activity, and that the whole will be completed, should the weather not prove too unfavorable, about the middle of January, although it is not to be delivered until March.

What has been already done is everything that can be desired, as regards the workmanship and the materials used.

## ROAD IN NEWTON.

Amount granted in 1862..... \$200 00  
Amount paid in 1862..... 200 00

According to Mr. D. N. McCasham's report, this money has been distributed by the municipal authorities as follows:

- 1st. \$5 to complete a bridge in the fifth range of Newton.
- 2nd. \$10 to repair part of the front road of the fourth range.
- 3rd. \$26 to erect a balustrade to the bridge in the sixth range.
- 4th. \$150 to assist in the opening of a new road between lots five and six, in the second and third ranges.
- 5th. \$9 to assist in repairing a bridge in the seventh range.

The works mentioned in the first three items have been completed, and the others will be so in the course of the coming season.

## COUNTIES OF OTTAWA AND PONTIAC.

Superintendent: A. T. RUSSELL.

Balance of the grant of 1862..... \$4,000 00  
Amount paid in 1863..... 4,000 00

Extensive works have been carried out in the course of the year 1863. They consist of the construction of three bridges, one of which, over the Kazabazua river, on the Rivière du Désert Road, is 200 feet in length; the second over the Coulonge river, measures 537 feet in length; and the third, over the Black river, is 200 feet long.

The timber required for the construction of a bridge over the Gatineau river has also been prepared.

A portion of the money intended for these works having, however, been applied to the building of a bridge, the construction of which was unauthorized, certain difficulties in the settlement of the accounts have arisen. These will, I hope, be shortly arranged.

Work has also been done on the Central Clarendon Road.

COUNTY OF BONAVENTURE.

ACADIANS' ROAD.

Superintendent: MAURICE DE BLAQUIÈRE.

Amount granted.....	\$900 00
Amount paid .....	898 00
	2 00
Balance remaining.....	\$2 00

The works were begun at the second range, Metapediac river, and continued as far as lot No. 12 in the second range, Ristigouche river. They are to end at the first range of the same river. On the grand line, in the second range, Metapediac river, the road is to extend beyond the unsurveyed land. The road has been simply opened over an extent of one mile and three-quarters.

Four bridges, having an aggregate length of 644 feet, are almost finished. They have cost \$743.35.

"The soil here," says Mr. Saucier, "is excellent and very rich. We meet with hard maple, birch, fir, tamarack, cedar and ash. Further on in the interior, the land appears to become more and more adapted for colonization, as we meet with but few hollows.

"The advantage resulting from this road is the attracting of new settlers and the providing for the settlers already established, of very easy means of communication with the adjoining settlements.

"There are three fine water-powers along the road.

"The roads might be completed for \$1,800.

"Colonization in these parts has advanced, and the progress is to be attributed to the arrival of new settlers from Rustico, P.E.I., all of whom have applied themselves, to the extent of their ability, to the cultivation of their land. The increase in the population amounts to fifty-four souls.

"Sixteen lots have been taken this year: 75 arpents have been cleared. All the settlers are from Prince Edward's Island, except one French Canadian family, who came from Métis last autumn. The increase in the value of real property in the settlement is £725 10s.

"Barley and oats formed the staple of the crop. They suffered slightly from the frost this year, that is to say in some places."

KEARNEY BRIDGE.

Contractors: G. G. BROWN and G. W. CHAMBERLAIN.

Amount granted in 1862.....	\$400 00
Amount paid in 1863 .....	266 66
	133 34
Balance remaining .....	\$133 34

The road leading to this bridge starts from the main road on the eastern side of the Nouvelle river, in Shoobred, and is to be continued in a southerly direction as far as the ferry over the Ristigouche river, opposite Dalhousie, New Brunswick, a distance of three miles. Kearney bridge is 183 feet long, and is to cost \$530. By the terms of the contract it should have been completed by the 1st of October last; but a flood in the beginning of May last displaced one of the abutments of the bridge, which was not sufficiently loaded

with stone, and in consequence it was not possible to complete the bridge within the time fixed.

CHOUINARD BRIDGE.

Contractor: ANDREW ROUSY.

Amount granted in 1862.....	\$200 00
Amount paid in 1863.....	200 00

The building of this bridge, which is situated in the township of Port Daniel, was given out by contract by the municipal authorities on the 21st July, 1863, to A. Rousy; the price fixed being \$200.

It was completed on the 15th October last.

LEBAUBE ROAD.

Superintendent: SAMUEL SOOK.

Amount granted in 1862.....	\$60 00
Amount paid in 1862.....	60 00

This sum was transmitted to Mr. Sook in the month of November, 1862, and was applied in 1863 to improving and completing the road.

COUNTY OF RIMOUSKI.

WHITE RIVER ROAD.

Superintendent: ELIE GÉNÉREUX.

Amount granted in 1862.....	\$250 00
Amount paid in 1862.....	\$150 00
Amount paid in 1863.....	100 00
	—————\$250 00

This road begins at the River St. Lawrence, and is to end six miles from its starting point.

Thirty arpents of it have been opened, and of these twenty are finished and practical for summer vehicles; the remainder is open as a winter road.

The cost of the completed road has been at the rate of \$200 a mile.

Four arpents of crossway have also been laid.

The road passes through groves of cedar, broken by a few little hills, covered with hardwood; it is to end on fine plain land, covered with hard maple and birch, and well adapted for colonization.

There are several water-powers along the road.

SANDY BAY ROAD.

Superintendent: ZÉPH. LANOUILLE.

Balance of the grant of 1862.....	\$155 85
Amount paid.....	155 45

Balance remaining..... \$0 40

This road, which begins at the River St. Lawrence in the township of McNider, and is to end at the 13th range, where it will join the Metapediae Road, is now open as far as the 8th range.

An extent of 33 arpents was opened in 1863; this may be travelled in wheeled vehicles, but there are some cedar swamps over which crossways will have to be laid.

A bridge twenty feet in length has been built, and a piece of crossway, two arpents long, has been laid over the head of a little lake.

In his report on the works, Mr. Lanouille states that eighteen lots were taken in 1863, on the 6th range; nineteen lots on the 7th; fourteen on the 8th, and ten lots on the 9th range; and that nearly a hundred arpents have been cleared.

He is of opinion that as much more will be cleared between the present time and the spring.

## TACHÉ ROAD—RIMOUSKI SECTION.

Superintendent: J. B. LEPAGE.

Balance of the grant of 1862 .....	\$600 00
Amount allowed in 1863.....	288 30
	\$888 30
Amount paid.....	888 30

This sum, together with a further amount of \$100.35 remaining in the hands of the superintendent at the closing of the works in the autumn of 1862, was expended in 1863.

Nine arpents and six perches of road have been opened and completed, as follows: seven perches to the south-west of the Métis river, from the bridge towards the part opened in 1862, and eight arpents and nine perches to the north-west of the river, from the bridge to the Metapediac Road.

This extent of road has been well finished, in consideration of its being situated at the head of the Taché Road; it may be compared with the Metapediac Road, with which it communicates.

The cost of this part of the road has been \$88.30.

A bridge, 269 feet in length, has been built over the River Métis, at a cost of \$900.

The land along the Taché Road, from its junction with the Metapediac Road to the county of Kamouraska, is excellent. Hard maple predominates. Within an extent of four miles of the traced road, beginning from the part opened in 1862, there are 52 magnificent sugaring establishments, which produced, last spring, 26,000 pounds of sugar.

"Colonization," says Mr. Lepage in his excellent report, "has made extraordinary progress this year in the Township of Fleuriau, the first on the line of road. On ranges 2, 3, 4 and 5, a great many lots have been taken, the clearing of which has been commenced.

"Some settlers sowed their land and reaped a large crop.

"Along the line of road as far as the boundary between Fleuriau and Neigette, an extent of seven miles and a half beyond the point where I stopped the works in the fall of 1862, there are 74 lots to be settled; all have been taken, and nineteen of them are being rapidly cleared.

"All the available lots, 20 in number, of which three were added as free grants, on the completed part of the road, have been taken by French Canadian settlers from Métis and Ste. Flavie. To enable you to judge, *a priori* and at a glance, of the progress of colonization here, it will suffice to state that the resident population now amounts to 101 souls,—that the extent of land cleared amounts to 399 arpents, of which 323 are under cultivation,—that the harvest this year produced 2423 minots of grain and 2925 bundles of hay,—that there are 179 head of cattle, and that thirteen houses and ten barns have been built.

"A chapel, 45 feet in length by 33 feet in width, is in course of construction at the intersection of the Metapediac and Taché Roads, and will be ready for religious worship next summer. The value of real property is increasing considerably from year to year. I may mention, by way of example, that a half lot of land on the Taché Road, which was offered last year for \$60, has been sold this year for \$225.

"The crops most extensively grown in the neighborhood of this road are wheat, barley and rye, and only suffered from frost in those places where the small extent cleared was not exposed to the night winds, which sometimes occur in August or September in this part of the country.

"It is of the highest importance that the seven and a half miles of road remaining to be constructed from the part already opened to the division line between the townships of Fleuriau and Neigette, should be completed next summer, so as to facilitate the approach to the lands already taken possession of, and in course of clearing on its proposed line."

Mr. Lepage is of opinion that the sum of \$2,700 will be required to open and complete this portion of the road, and to make the necessary bridges.

NEIGETTE BRIDGE.

Contractor: IGNACE HALLÉ.

Balance of grant of 1862.....	\$860 00
Amount paid in 1863.....	430 00
	\$430 00
Balance remaining.....	\$430 00

For a description of this bridge, see my report on the works of 1862.

Being informed that the works on this bridge were not being executed in conformity with the plan and contract approved by the Government, but that they were being executed conformably to a subsequent arrangement entered into between the municipality and the contractor, this Department deemed it advisable to have the bridge inspected so as to ascertain the value of the work executed.

Consequently M. Jean Lepage was instructed to make the inspection. His report shews that the works have not been executed in conformity with the contract approved by this Department. The works are well executed, and will be durable, if, as Mr. Lepage was informed, the current of the river is not rapid; but if, on the other hand, the current brings down much ice, the bridge will be very much exposed, as the foundations are not solid and the approaches are erected on a bed of clay.

Mr. Lepage concludes his report by stating that the value of the work, as completed and accepted by the municipal authorities, with the variations from the original, may be reckoned at \$800. This report was approved by the Department.

I have therefore notified the municipal council of Ste. Luce that the works upon the bridge over the River Neigette not having been executed in conformity with the contract between the council and Mr. Ignace Hallé, as approved by the Department, the latter intends to be governed by the report of Mr. Jean Lepage, who estimated the value of the works at \$800, and that the sum of \$860 already paid by the Government, was sufficient to remunerate the contractor for the work done.

This bridge is completed; it is 333 feet in length.

COUNTIES OF KAMOURASKA AND L'ISLET.

TACHE ROAD.—KAMOURASKA AND L'ISLET SECTIONS.

Superintendent: FLAVIEN LAPOINTE.

Balance of grant of 1862.....	\$1,500 00
Amount granted in 1863.....	372 75
	\$1,872 75
Amount paid.....	1,872 75

The works on this road have been resumed in Chapais, at the place at which they had been stopped the preceding year, and have been continued as far as Lafontaine, where the road unites with the section already opened in the county of L'Islet.

Communication is now complete between the Mount Carmel and Elgin Roads.

In Chapais, 3 miles and 16 arpents, already opened, have been completed, and in Lafontaine the extent opened and completed is about 20 arpents, one half of which is through a bare watery swamp, and has cost a considerable amount.

Four bridges have been constructed, measuring 175 feet in length. A number of other small bridges have also been built.

COUNTY OF MONTMAGNY.

ST. FRANCIS ROAD.

Superintendent: LOUIS MARTINEAU.

Amount granted in 1862.....	\$200 00
“ paid in 1862.....	\$100 00
“ “ 1863.....	100 00
	200 00

This road begins in the front road on the south side of the Rivière du Sud, in the parish

of St. François de Sales, thence extending south to the front road of the first range of Armagh. It is nearly completed, and is two miles and eight arpents in length.

The sum above mentioned has been expended in improvements, consisting of blasting and the cartage of earth and gravel.

This road is of great advantage to the settlers on the first range of Armagh.

There is a very fine water-power on the River Morigeau, quite close by the road.

All the lots on the first range of Armagh, three miles in extent, are taken up.

Mr. Martineau advises that the road should be opened to the Black river, four miles distant, where the soil is excellent. He estimates the cost of completing this road, which is already opened for winter vehicles, at \$200 a mile.

### COUNTY OF BELLECHASSE.

#### MAILLOUX ROAD.

Superintendent: ELIE AUDET.

Amount granted.....	\$170 00
Amount paid.....	85 00
Balance remaining.....	\$85 00

As it is necessary to build a bridge over the Black river, in the township of Bellechasse, Mr. Audet has been authorized to contract for the lumber required for the construction of this bridge, which will be 168 feet in length, including approaches.

The contract price is \$170.

Mr. Audet thinks that the sum of \$400 will be required for the construction of the bridge.

### COUNTY OF BEAUCE.

#### BRIDGE OVER RIVER AUX BLUETS.

Superintendent: ANTOINE ROY.

Amount granted in 1862.....	\$300 00
Amount paid in 1863.....	300 00

This bridge, built in 1854, over the River aux Bluets, on the Lambton Road, Township of Forsyth, is situated in a very dangerous swamp.

This spot had already been raised by means of brushwork, but not sufficiently to enable the settlers to pass without danger.

The sum of \$300 was expended last summer, in raising the causeway 4½ feet, with a breadth of 18 feet for a distance of 3½ arpents.

The material used in the work was stone, and the whole was covered with sand. Balustrades were also placed on either side of the causeway.

### COUNTY OF LOTBINIERE.

#### ROAD FROM MÉTHOT TO HARVEY HILL.

Balance of grant of 1862, remaining in hands of Municipal Council, \$244 56

For description of this road, see my report on works done in 1862.

This road, ten miles in length, had been finished in 1862 to a distance of four miles.

With the balance above mentioned, the work was continued in 1863. The length of roadway completed during the latter year is fourteen arpents and eight perches.

This road passes through large swamps, so that the work done consists of ditching, bridging and hauling gravel for the roadway.

### COUNTY OF NICOLET.

#### MADDINGTON AND ACTON ROAD.

Superintendent: Rev. P. DE VILLERS.

Balance of grant of 1862.....	\$74 00
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With the balance remaining in his hands, Mr. de Villers has improved the road—four miles in length—throughout its whole length, and particularly a steep hill near the Beaucour River.

Mr. deVillers writes to me that in Maddington, in 1863, the young settlers cleared nearly 800 acres of land, the greater part of which has been brought under cultivation.

Within three years, real property in the vicinity of the road has trebled in value, and the population has increased one-half.

COUNTY OF WOLFE.

WEEDON AND HAM ROAD.

Amount granted in 1862.....	\$400 00
Amount paid in 1863.....	400 00

This road commences at the Gosford Road, on lot No. 8, in South Ham, and extends almost in a direct line as far as the church of Weedon, a distance of about eight miles.

Of this extent, six miles and thirty chains have been opened, the trees removed and the roadway well cleared, to a width of twelve to fifteen feet, so as to make a good winter road. There still remains a mile of roadway to be cleared of stumps; the remainder passes through cleared land.

This road has cost \$63 per mile.

There is but one bridge of any importance to be constructed throughout the whole extent of the road. Its length will be from 30 to 40 feet.

Mr. Watier, in his excellent report, gives the following details relative to the quality of the lands adjacent to the road:

“The lands along the line of road are generally of good quality, though stony. The hardwood timber is of superior quality, and the lands upon which it grows are very high, affording great advantages for cultivation in new settlements, where the crops are liable to be damaged by frost, when the lands are low or badly drained.

“The soft-wood lands, which happily are not of great extent, are of bad quality, and the timber itself of little use. The greater part of the adjacent lands, both in Ham and Weedon, afford the highest inducements for the opening of new settlements.

“This road offers great advantages to colonization, by opening a direct route through the middle of a forest covering an area of more than eight square miles, the greater part of which covers lands fit for cultivation. Unfortunately, as I have already stated, the lands lying between the Gosford Road and the Weedon line have never been surveyed, or, if they have, all trace of the survey has disappeared. A great obstacle to the progress of colonization in Weedon is that a large portion of the township belongs to the American Land Company, or to great proprietors, who hold their land at so high a price (\$4.00 per acre) as to afford but little inducement to settlers. Trade will be greatly benefitted by the opening of this road, which affords an easy means of communication between Weedon and the *chef-lieu* of the county, South Ham, the only communication between them, heretofore, being by way of Dudswell, a distance three times greater than that by the new road. This road will also afford the trade of Weedon a shorter and easier outlet, by way of Danville, than the present one by way of Sherbrooke.

“There is a fine water-power on the road, which must be on the 13th or 14th range of Weedon, as near as I could determine, for there is no survey. Several other water-powers have been made available in Weedon, at a distance of about 20 arpents from the terminus of the road.”

Indications of all kinds of minerals are found in Weedon, and especially of copper. The antimony mine, which is now being worked in Ham, is only a short distance from the road. Mr. Watier writes me that a large number of families have settled in this part of the township within the last five years. He tells me that in Wotton, where he resides, the population has increased one-third during that period of time, and that the amount of clearing done is very considerable.

It is estimated that it will take \$400 more per mile to finish this road.

COUNTY OF DRUMMOND.

DURHAM CENTRAL ROAD.

Superintendent: P. DEMANGE.

Amount granted.....	\$200 00
Amount paid.....	200 00



With this amount Mr. Demange has completely opened three-quarters of a mile, full breadth, in the tenth range of Durham, and has thereby connected the two sections of the road which were separated by that extent of forest.

The central road is now five and a half miles in length, four and a half of which are completed for summer vehicles, and one mile for winter vehicles only; one mile and a half remains to be opened through the forests to complete it throughout its full length, adding the completion of the part above mentioned. Once completed, this road will extend seven miles in a direct line, passing through the centre of the township from the road between Drummondville and Melbourne to the rear of the township, and will be one of the most useful public highways.

Besides clearing the road, two bridges of square timber have been completed; one is thirty and the other fifty feet in length.

The road is now used for winter vehicles, and is very convenient for the settlers, who, before its construction, were obliged to make a long circuit to go from one part of the township to the other.

The inhabitants of the neighborhood have displayed great zeal, and have themselves completed the two bridges, the grant for which did not suffice.

The road is highly favorable to colonization, all the remaining wild lands near the road having been taken up.

A new parish was erected in 1863, civilly and canonically—St. Fulgence; a chapel has been built.

There are seven copper mines opened in Durham, and a number of locations are in the market.

Mr. Demange writes: "From what I know of the energy of the settlers, if they had \$500 at their disposal next summer, they would complete this road, as a summer road, throughout its whole extent."

The road is verbalized.

VILLAGE OF DURHAM ROAD.

Superintendent: RICHARD PICKEN.

Amount granted in 1862.....	\$200 00
Amount paid in 1863.....	200 00

This road begins at Ulverton and extends to the Grand Trunk Station at Durham, passing through the fourth, fifth, sixth, seventh, eighth, ninth and tenth ranges of the township of Durham.

This road, previously opened, has been completed over an extent of four miles.

It passes across excellent lands, and gives access to the unconceded portion of the township of Acton.

There are extensive water-powers on the Black river, on which eight mills are already constructed.

Copper is also found in abundance in the neighborhood of this road.

COUNTIES OF SHEFFORD, DRUMMOND AND BAGOT.

NORTH ELY AND DURHAM DEPOT ROAD.

Superintendent: WILDER BARTLETT.

Amount granted in 1862.....	\$400 00
Amount paid in 1863.....	400 00

This road begins at the Durham Station and ends at the road which passes through North Ely, near the church. It is six miles in length.

Two miles were completed last summer, and repairs have been made over the other four miles, which had been opened previously.

This road is now complete. It has cost about \$450 a mile.

The bridges altogether measure 100 feet in length, and three quarters of a mile have been laid with brush and covered with earth.

The road is verbalized.

## COUNTY OF BROME.

## BOLTON ROAD.

Superintendent : JAMES AUSTIN.

Balance of grant of 1862.....	\$400 00
Amount paid in 1863 ...	400 00

With this amount and the sum of \$193.59 remaining in the hands of the superintendent in 1862, nearly two miles of road have been completed.

The works were begun near the residence of one Phelps, near the centre of the township, and were continued as far as the main Eastern Township Road, thus completing the communication between Lake Magog and Waterloo.

Several small bridges have been built, and an extent of about ten arpents has been laid with brush.

There are numerous water-powers, and limestone of a superior quality is found ; there are also indications of copper.

Mr. Austin thinks that about \$1000 will be required to complete the road throughout its whole extent.

A sum of \$1300 granted for several roads, in 1862, has been expended in 1863, as follows :—

On the Arthabaska and Bulstrode Road.....	\$200 00
“ Windsor and Wotton “ .....	500 00
“ St. Bonaventure “ .....	200 00
“ North Stukely “ .....	400 00

Having received no reports from the superintendents, I am unable to give any information respecting the progress on these roads during last summer.

BOUCHER DE LA BRUÈRE,

Acting Inspector of Agencies.

THIRD PART.

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REPORT

ON THE

IMMIGRATION TO CANADA,

FOR THE YEAR 1863.

REPORT OF MR. BUCHANAN, CHIEF EMIGRATION AGENT.

OFFICE OF HER MAJESTY'S CHIEF AGENT FOR THE  
SUPERINTENDENCE OF IMMIGRATION IN CANADA,  
Quebec, 29th January, 1864.

SIR,—I have the honor to submit for the information of His Excellency the Governor General, the following Report on the Immigration to this Province in the year 1863, accompanied by the usual statistical returns and other addenda.

It will be necessary, as a preliminary, to offer some explanation of the Tables in the Appendix, which I now proceed to do; taking them in numerical rotation.

NO. OF ARRIVALS.

*Table No. 1* shows the arrivals at this Port and Montreal during the season, to have been 19,419 viz.: 1307 cabin and 18,112 steerage passengers; a decrease of 2757 when compared with those of 1862.

Of these 15,225 came direct from Great Britain, and 4194 embarked at foreign ports. The following is the classification of their sexes:—

|                     | Cabin. | Steerage. | Total. |
|---------------------|--------|-----------|--------|
| Male adults.....    | 695    | 7679      | 8374   |
| Female do.....      | 376    | 5215      | 5591   |
| Children, male..... | 102    | 2212      | 2314   |
| Do. female....      | 94     | 2024      | 2118   |
| Infants.....        | 40     | 982       | 1022   |
|                     | 1307   | 18,112    | 19,419 |

The number of vessels engaged in conveying this emigration to our shores was 138, or 47 steamers and 91 sailing ships.

The steamers made average passages of 13 days from Liverpool, 12 from Londonderry, and 17 from Glasgow,—the sailing vessels averaging 36½ days from ports in the United Kingdom, and 45½ days from European and other places.

SEPARATION OF CABIN AND STEERAGE PASSENGERS.

Distinguishing cabin from steerage passengers, the following results appear:—

|                                   | No. of ves-<br>sels. | Cabin Pas-<br>sengers. | Steerage. | Total. |
|-----------------------------------|----------------------|------------------------|-----------|--------|
| Liverpool (steamers).....         | 32                   | 1151                   | 7514      | 8665   |
| Glasgow do.....                   | 15                   | 149                    | 4666      | 4815   |
| United Kingdom (sailing ships)... | 57                   | 5                      | 1740      | 1745   |
| Continent of Europe, &c., do. ... | 34                   | 2                      | 4192      | 4194   |
|                                   | 138                  | 1307                   | 18,112    | 19,419 |

So that out of the whole emigration from the United Kingdom (15,225), 13,480 (a large preponderance) preferred steam as a means of transport, and shipped from the under-mentioned ports.

## NO. BY STEAMERS.

|                  | Cabin.      | Steerage.     | Total.        |
|------------------|-------------|---------------|---------------|
| Liverpool .....  | 964         | 4403          | 5367          |
| Londonderry..... | 187         | 3111          | 3298          |
| Glasgow.....     | 134         | 3821          | 3955          |
| Cork.....        | 15          | 704           | 719           |
| Belfast .....    | .....       | 141           | 141           |
|                  | <u>1300</u> | <u>12,180</u> | <u>13,480</u> |

## SAILING SHIPS.

From Great Britain there were but 7 ships, sailing under the provisions of the "Imperial Passenger Act" *i.e.*, 3 from England and 4 from Ireland, carrying altogether 1470 passengers; the remaining 50 vessels, being what is termed "short ships," with 275 passengers, were not subject to the operation of the law.

From Continental and other Ports, the sailing ships numbered 34, being 13 from Germany, 14 from Norway, 1 from Sweden, 3 from Spain, 1 from the United States, 1 from France, and 1 from Nova Scotia.

## ARRIVALS IN 1862 AND 1863.

The following is a comparative statement of the arrivals in 1862 and 1863 :

| From whence.         | 1862.       |               | 1863.       |               | Increase in |             |
|----------------------|-------------|---------------|-------------|---------------|-------------|-------------|
|                      | Cabin.      | Steerage.     | Cabin.      | Steerage.     | 1863.       | Decrease.   |
| The United Kingdom.  | 2108        | 12,293        | 1305        | 13,920        | 824         | .....       |
| Germany.....         | 5           | 2402          | 1           | 3057          | 651         | .....       |
| Norway and Sweden... | 26          | 5190          | 1           | 1112          | ....        | 4103        |
| Other countries..... | ...         | 152           | .....       | 23            | ....        | 129         |
|                      | <u>2139</u> | <u>20,037</u> | <u>1307</u> | <u>18,111</u> | <u>1475</u> | <u>4232</u> |
|                      |             | 2139          |             | 1307          |             |             |
|                      |             | <u>22,176</u> |             | <u>19,419</u> |             |             |

Shewing an increase of 1627 in the number of steerage, and a decrease of 803 in the number of cabin passengers from the United Kingdom, and a decrease of 29 cabin and 3552 steerage passengers from foreign ports.

## NATIONALITIES.

The nationalities of the Emigrants of the two seasons present the following contrast :

|                                         | 1862.         | 1863.         |
|-----------------------------------------|---------------|---------------|
| English .....                           | 5180          | 4830          |
| Irish.....                              | 5468          | 5508          |
| Scotch.....                             | 3026          | 3949          |
| Germans and Prussians.....              | 2516          | 3047          |
| Norwegians, Swedes and Danes.....       | 5289          | 1416          |
| Other countries (colonists, &c.,) ..... | 697           | 669           |
|                                         | <u>22,176</u> | <u>19,419</u> |

The origins of those brought out from different countries by steamers and sailing vessels, have been thus determined:—

|                         | English.    | Irish.      | Scotch.     | Norwegians,<br>Swedes and<br>Danes. | Germans,<br>and<br>Prussians. | Other Coun-<br>tries. | Total.        |
|-------------------------|-------------|-------------|-------------|-------------------------------------|-------------------------------|-----------------------|---------------|
| Ocean Mail Steamers,    | 3914        | 3721        | 634         | 230                                 | 28                            | 567                   | 9094          |
| Anchor Line,            | 163         | 1174        | 2945        | 34                                  | ...                           | 70                    | 4386          |
| Sailing ships, England, | 752         | 189         | .....       | ....                                | ...                           | 9                     | 950           |
| “ Ireland,              | ....        | 424         | 367         | ....                                | ...                           | ....                  | 791           |
| “ Scotland,             | 1           | .....       | 3           | ....                                | ...                           | ....                  | 4             |
| “ Germany,              | ....        | .....       | .....       | 39                                  | 3019                          | ....                  | 3058          |
| “ Norway and Sweden,    | ....        | .....       | .....       | 1113                                | .....                         | ....                  | 1113          |
| “ Other countries,      | ....        | .....       | .....       | .....                               | .....                         | 23                    | 23            |
|                         | <u>4830</u> | <u>5508</u> | <u>3949</u> | <u>1416</u>                         | <u>3047</u>                   | <u>669</u>            | <u>19,419</u> |

## DEATHS AT SEA, &amp;c.

Among the emigrants from the United Kingdom, but six deaths occurred at sea, and the mortality on board ships from foreign ports exhibits a marked improvement over the record of the last few years. The Germans lost 46 souls on the passage and one in quarantine, being equal to about 1.51 per cent. Of the Norwegians only six died on the passage, and it was found necessary to detain but few in quarantine.

## REMARKS ON DEATHS.

It is gratifying to remark that my repeated efforts, in the common cause of humanity, to induce foreign shipowners and public authorities abroad to have the observance of sanitary regulations on board their passenger ships properly attended to, at length give promise of success, and the desire of the Prussian Government (made known to me by official communication) to exercise supervision over the emigration from German ports, is one which I hope may be emulated by other foreign powers.

## TABLE NO. 2.—NO. FROM SEPARATE PORTS.—THE UNITED KINGDOM.

*Table No. 2*, in the Appendix, gives the customary comparison between the number of passengers from each separate port, and by this it will be seen that the emigration from England proceeded in the main from Liverpool and Plymouth; from Ireland it came from Londonderry, Cork, Belfast and Limerick; and Scotland is as usual almost entirely represented by the port of Glasgow.

## GERMANY AND NORWAY.

From Germany the largest number of vessels sailed from Hamburg, but three arriving from Bremen, and the Norwegian and Swedish emigration came from eight different ports.

## TABLE NO. 3.—TRADES.

*Table No. 3* contains a full description of the trades and callings of the British and foreign steerage, male adults, which may be thus abbreviated:—

|                          | British.    | Foreign.    | Total.      |
|--------------------------|-------------|-------------|-------------|
| Farmers.....             | 1473        | 722         | 2198        |
| Laborers.....            | 2726        | 421         | 3147        |
| Mechanics, &c.....       | 1830        | 268         | 2098        |
| Professional men.....    | 8           | 2           | 10          |
| Servants (domestic)..... | 22          | 1           | 23          |
| Clerks, Traders, &c..... | 188         | 15          | 203         |
|                          | <u>6250</u> | <u>1420</u> | <u>7670</u> |

In *Table No. 4* the particulars are given of persons emigrated by various Poor Law Unions, Reformatories, Public Societies and private individuals in the United Kingdom.

The following is a condensed statement of their actual number, and the sums of money remitted to me for their use on landing in the colony :

| From whence.  | Number of Persons. |          |           | Amount Sterling. |    |    |
|---------------|--------------------|----------|-----------|------------------|----|----|
|               | Males.             | Females. | Children. | £                | s. | d. |
| England.....  | 293                | 195      | 342       | 291              | 8  | 11 |
| Ireland.....  | 46                 | 286      | 18        | 218              | 16 | 00 |
| Scotland..... | 409                | 421      | 699       | 275              | 5  | 00 |
|               | 748                | 902      | 1059      | £785             | 9  | 11 |

#### FROM ENGLAND.—BEDWORTH AND COVENTRY PEOPLE.

From England 79 families, consisting of 148 males, 119 females and 187 children, together 454 souls, received assistance to emigrate from the Bedworth and Coventry Emigration Committees, and being from the same districts and of a similar class to those sent out by them in 1862, they were upon arrival forwarded by the Department to places in Western Canada (Collingwood, Meaford, Bothwell, &c.), where in most instances friends and relations have preceded them and established themselves satisfactorily.

#### MANCHESTER OPERATIVES, &c.

Two hundred and fifty-three souls emigrated by the Manchester Operative Aid Committee, were also dispatched to different parts of the Upper Province, where they readily found employment. 49 persons were sent out by an Emigration Committee at Carlisle; 47 by the "National Emigration Society," in London; 23 boys by various Reformatories; and four by private individuals.

#### IRISH UNION GIRLS.—REMARKS THEREON.

Amongst those from Ireland, 32 males and 241 females were sent out by 12 different Unions, and in the majority of cases received, individually, a small sum of money upon landing. Many complaints have been made to me of the want of capacity exhibited by most of these young women, who appeared to be totally unacquainted with the ordinary duties of domestic servants. The lack of some such qualification has proved detrimental to their advancement, and shuts them out from the very large field of profitable employment existing amid our farming population, which is in many respects preferable to that of the towns and large cities, as it offers them much better prospects of improving their condition of life. They are consequently thrown, from necessity, into the lowest class of service, in our cities, where they are ill paid and exposed to many temptations, which otherwise they would have avoided. A remedy for this can only be effected by the Boards of Guardians establishing a system of training within the Unions. This may no doubt be attended with difficulty, and it can scarcely be expected that they should be able to afford their inmates a thorough education as domestic servants; but some sort of initiation into the kind of duties awaiting them here, would prove a great safeguard against their adoption of wrong courses, since it would, without exception, at once take them into good employment. Had it not been for the large demand for female servants throughout the Province, much difficulty would have been experienced in finding places for many of them.

#### FROM SCOTLAND.—HIGHLANDERS.

Of those from Scotland 362 souls, viz: 90 males, 97 females, and 175 children, were aided to emigrate by Mrs. Thomas, from the Island of Harris. These, a fine sturdy set of people, all Highlanders, spoke nothing but Gaelic, and they proceeded chiefly to the Scotch settlements in the Counties of Bruce and Grey. 179 persons were also emigrated by the "Hebrides Emigration Committee," and 190 came from Mr. Ramsay's estate at Islay. Of those sent out by Sir James Matheson from the Island of Lewes, a portion had been provided with through tickets to their destinations. 28 families (128 souls) settled among their friends in Winslow, Eastern Townships, and 33 families (243 souls) went to the Counties of Huron and Bruce, in Western Canada. A number of these families, in addition to receiving free passages, had a loan of money granted them, to enable them to settle upon land; and from accounts received from persons in the Eastern Townships, they are all doing well.

## GLASGOW OPERATIVES.

The Glasgow operatives, consisting of 104 men, 91 women, and 234 children, were distributed through different parts of Upper Canada; a few of them had friends already settled in the country, to whom they were sent, whilst others having no particular destination, were despatched to places where the want of labor was largest, and from all accounts they seem to have found ready employment.

## TABLE NO. 5.—NO. OF EMIGRANTS FROM 1829 TO 1863.

The last *Table, No. 5*, contains a statement of the number of emigrants landed at the Ports of Quebec and Montreal, from the year 1829 to the close of 1863, a period of 35 years, amounting in the aggregate to 994,263, the annual average being 28,407.

## INLAND AGENTS' REPORTS.

Next in order, I proceed to furnish a "resumé" of the Reports (originals in appendix) of the following inland Agents:—

Mr. Daly at Montreal, Mr. Wills at Ottawa, Mr. McPherson at Kingston, Mr. Hawke (Chief Agent in Western Canada) at Toronto, and Mr. Rae at Hamilton. The Montreal Agent thus details the transactions at his Agency:—

## THE MONTREAL AGENT (MR. DALY).

No. of destitute emigrants who applied for relief, 1212, viz.: 342 males, 374 females, 395 children, and 101 infants, equal altogether to 913½ adults, being an increase of 487 souls, or 394½ adults over last year. These people were forwarded to the following places: 872 to Canada West, 264 to Ottawa districts, and 76 to Eastern Townships and Quebec; and their nationalities were: 193 English, 453 Irish, 468 Scotch, and 98 Norwegians, Swedes and Danes. The number of emigrants who landed at Montreal, direct from sea, was 1465, 264 of whom arriving by the Norwegian ships "Kong Carl" and "Sleipner," proceeded therewith through to Chicago. 1420 tickets, it appears, were sold in Europe for the United States through Canada over the Champlain and St. Lawrence Railroad, and the number from Europe *via* the States to Canada, was 465. The demand for labour in Mr. Daly's district throughout the season exceeded that of last year, and he found no difficulty in disposing of all those who applied to him for employment, at reasonable wages. The fact that he obtained places for 704 male and female adults, principally amongst the farming population, speaks for itself. He alludes in favorable terms to the health of the emigrants as compared with the two former seasons, and is inclined to think, that although the majority of them were of the English and Scotch operative classes, the introduction of capital has been fully equivalent to that of 1862, whilst the number of those who purchased and rented improved farms is certainly not less.

With respect to the girls emigrated by various Irish Unions, Mr. Daly regrets that more care is not taken by the institutions in selecting from among their inmates those better fitted for service in a colony. Many of the girls sent to him during the season were entirely ignorant of the commonest household duties, and not being able to milk or wash, were of little or no use to the farmers; besides which, the late period of the year they arrived at added much to their disadvantage.

Mr. Daly speaks hopefully of the future, and in concluding his report, takes the opportunity of expressing his thanks to those charitable societies in Montreal that have, upon all occasions, co-operated with him in relieving the wants of the destitute and afflicted.

## OTTAWA AGENT (MR. WILLS).

From the report of Mr. Wills, the Ottawa Agent, the succeeding facts are gathered: Number of arrivals at Ottawa, 1710, or 602 males, 464 females and 644 children. 289 were natives of England, 347 of Ireland, 94 of Scotland, 935 of Germany, 39 of Denmark and Sweden, and 6 of Norway. Of these 351 remained in the City of Ottawa, and 1388 settled in the following counties, viz.: 137 in Carleton, 101 in Russell, 740 in Renfrew, 80 in Pontiac, 155 in Ottawa, 39 in Prescott, 39 in Grenville, 3 in Lanark, 44 in Guelph, 8 in Compton, C. E., and 21 went to the States.

Seven hundred souls, equal to 544 adults, received assistance from the agent to join friends settled in different parts of the district under his charge; the rest, having similar objects in view, proceeding to their destinations unaided.

Mr. Wills was enabled to find employment for 140 English and Scotch factory operatives, who turned out well and were, according to the latest accounts, all profitably engaged. The supply of female servants was larger than in former years, a circumstance which gave universal satisfaction, as the demand for that class of emigrants, in Mr. Wills' district, is always great, and difficulty seems hitherto to have been found in meeting even in a small degree the wants of the many.

The German settlements in the Ottawa country, notwithstanding rumors to the contrary, appear to be progressing favorably, and a small though steady influx is yearly taking place in the Counties of Renfrew and Pembroke. It is different, however, with the Norwegians, who are abandoning this part of the Province altogether.

Mr. Wills reports the arrival of many British immigrants from the States, driven thence by the troubles of war. He is unable to form any approximate idea of the capital introduced by these and the European emigrants into his part of the Province, but opines that a large amount of gold has found its way there, and is moreover aware that many have purchased and settled upon improved farms during the season.

The contemplated removal of the seat of Government to Ottawa this year, by which that city will become the capital of Canada, cannot fail to attract the attention of mechanics and other emigrants in search of employment. The increase in population attendant thereupon must necessarily be large; trade in all its branches will expand in proportion, and a sudden demand be created for every description of skilled labor.

#### KINGSTON AGENT (MR. MCPHERSON).

The report of Mr. McPherson, the Kingston Agent, from the 30th November, 1862, to the 1st December last, supplies the following information:—

Total number of emigrants arrived and settled within the limits of his agency during the period referred to, 4236, viz.: 463 from England, 390 from Ireland, 141 from Scotland, 45 from Germany, and 1 from Russia, making the European emigration 1040, which came by the following routes: 906 *via* the St. Lawrence, 66 by Portland, and 68 by New York, and 3196 from the States by way of Oswego, Cape Vincent, Ogdensburg, and Rochester.

Mr. McPherson estimates the capital brought into his district by European emigrants (based upon what he could ascertain) at \$38,210, a large portion of this sum having been invested in the purchase of farms, in manufacturing and other branches of business. He mentions several of the enterprises engaged in, which form interesting evidences of material progress. With regard to the emigration from the States, the value of settlers' effects alone is, according to entries made at the Custom Houses between Morrisburgh and Port Hope (Kingston inclusive), set down at \$50,041. Many of these people, it may be safely assumed, possessed cash capitals which have doubtless been embarked in commerce.

Mr. McPherson alludes to the commencement of a German settlement in the Township of Clarendon, upon lands purchased from the Government last year by Mr. Telgmann and others. 21 adults and 8 children, representing a capital of \$16,600, are already in occupation, and it is surmised that before the end of the current year 100 families will have settled in that neighborhood. Great dissatisfaction, however, is expressed at the state of the Frontenac Road, which is almost impassable. Mr. Telgmann, when in treaty for the lands he subsequently bought, had been given to understand that Government intended to spend a considerable sum of money last summer in improving this road; and in consequence of the bad condition it has been allowed to remain in, the County Council refuses to grant money towards its repair, in consequence of which several intending settlers were deterred from taking up land last season, and Mr. McPherson urges the necessity of some steps being taken by Government to make the road fit for travel.

One hundred and ten female servants were provided with employment in Kingston and the vicinity, and more than double that number could have been accommodated. 69 of these girls were from Irish Unions, and Mr. McPherson speaks of them in terms of disparagement.

The demand for male emigrant labor was not equal to that of last year. This is partly accounted for by the large number of young men arriving from the States to avoid the draft,



who work for a bare subsistence, and being generally accustomed to agricultural pursuits, are preferred by the farmers to our own people. Notwithstanding this, the Agent found employment for all who applied to him, and states the health of the emigrants to have been remarkably good.

#### TORONTO AGENT (MR. HAWKE).

The Chief Agent for Upper Canada, Mr. Hawke, gives the number of European emigrants arrived at the Toronto Agency, *via* the St. Lawrence and Portland routes, as 9566, 7146 of whom remained in Canada, and 2420 went to the States. In addition to these, 768 came by way of Oswego, Rochester, Lewiston and other American ports, so that the actual number of arrivals reached 10,334. Of the emigrants from Europe, 2871 were natives of England, 2333 of Ireland, 2302 of Scotland, 1869 of Germany, and 191 of Norway. Of those remaining in the Province, 2460 applied to the Agent for assistance, and were forwarded by rail to places where the chance of their obtaining employment was greatest. A considerable number were sent to Goderich on their way to the Scotch settlements, in the Townships of Kincardine and Culross, others having been despatched to Meaford, and dispersed through the County of Simcoe. Mr. Hawke received favorable accounts of these people, who at the latest date were all satisfactorily employed, and he says that although the emigration of the past season was much smaller than in preceding years, the health and general condition of the emigrants were all that could be desired.

The demand for farm laborers is asserted to have been more than usually large, and it is anticipated will continue so during the ensuing summer. The Agent was unable to collect reliable information as to the amount of capital brought into his district; but from the fact that many improved farms were purchased by emigrants in the Counties of Grey, Bruce and Simcoe, others having established manufactories and entered into business, he thinks it must have been considerable.

#### HAMILTON AGENT (MR. RAE).

Mr. Rae, the Hamilton Agent, states the number of persons passing through his agency to have been 20,792, viz: 1859 by the St. Lawrence route, and 18933 by way of Suspension Bridge. Of the whole number, 14093 proceeded to the Western States, and 6699 remained in Canada. Among the former were 2195 Mormons, chiefly English, described as a fine body of people, bound to the Utah settlements. The nationalities of the emigrants of the season are thus given: 7278 from Germany, 4308 from England, 4893 from Ireland, 1220 from Scotland, 416 from Wales, 53 from Norway, 299 from Sweden, 343 Denmark, 25 France, 3 Poland, 30 Italy, and 1924 from the United States (principally *via* Detroit). The number of those who received direct relief at the Agent's hands was 251 (equal to 187 adults), composed of 12 Germans, 45 English, 80 Irish, 112 Scotch, and 2 Norwegians—a larger number than last year, although owing to the strict economy practiced, the expenditure at this Agency, when compared with that of former seasons, has been sensibly diminished.

Mr. Rae ascertained that 471 American citizens located in the city and County of Hamilton during the season, four-fifths of whom obtained employment. He was unable to learn what capital these people may have brought into the Province. The larger portion of them were taking refuge from the draft, and are not likely to become permanent settlers. He thinks that in the more western sections, along the boundary lines, large numbers of the same class must have entered Canada. Mr. Rae mentions the great demand which existed, and still exists, for male farm laborers; but few of that class reached him at all accustomed to agricultural pursuits,—and those that were, found permanent employment at once at from \$100 to \$120 a year, and in some cases even more, board and washing included. Female servants are also in great request, and if fitted for ordinary household duties, easily obtain places at fair wages.

With respect to the factory operatives, he says that those from Glasgow were an intelligent class of men; but from impressions produced by erroneous statements made to them before leaving home, they appeared to be disappointed with the country. Some of them are now engaged in the cotton mills at Dundas, and give great satisfaction. The Lancashire operatives, on the contrary, were all more or less familiar with husbandry, and easily

dealt with. The health of the emigrants throughout the season, Mr. Rae avers to have been unusually good, and he is of opinion that the prospects of new arrivals in the spring are, so far, of an encouraging nature.

#### FOREIGN EMIGRATION.—GERMANY.

With regard to the foreign emigration, that from German ports shows an augmentation of 531, when compared with 1862, and the increase would have been considerably greater, had the means of direct communication been more efficient. I have been informed that many desirous of coming by this route were obliged to take passage to New York, on account of the impossibility of getting ships to the St. Lawrence.

#### REPORT OF INTERPRETER.

The German Interpreter, Mr. Bednawski, in his report to me, states that a large proportion of the season's arrivals were of the best description of farmers, generally possessed of good means, some of them indeed bringing large sums in specie. About one-third of them remained in Canada, half the number settling in the Ottawa districts, amongst friends and relations already established there, and the remainder chiefly going to the German settlements in Western Canada.

#### NORWAY AND SWEDEN.

The numbers from Norway and Sweden exhibit a large falling off from the emigration of 1862, being but 1197 against 5289, a decrease of 4092. Of last year's emigrants 1117 came direct, 39 *via* Hamburg, and 41 by steamers from Liverpool and Glasgow. They were principally bound to the Western States; only a few families, numbering altogether 40 souls, remaining in Canada, and those proceeded to the Eastern Townships and Ottawa district. The remainder of the Norwegians who settled in Gaspé in 1860 and 1861, left that district last summer. About 30 went to Western Canada and the rest to the States.

Judging from the accounts I have received, from time to time, from persons in the locality, these people do not seem to have been a class of emigrants at all adapted to that part of the Province. They were evidently more farmers than fishermen. Had they combined a thorough knowledge of both these branches of industry, the probability is, they would have succeeded better. There were other causes, however, which militated against their advancement: for instance, there were no men of influence or capital amongst them to take the lead in encouraging and urging them on. A good many, besides, had friends in the Western States, solicitous that they should join them, and I have also reason to believe that inducements were held out to them by parties opposed to their remaining in Canada.

#### REMARKS ON NORWEGIAN SETTLEMENTS IN UNITED STATES.

In establishing the Norwegian settlements in the United States, it was found a most essential point to induce some influential leading man, either a capitalist or one fulfilling the duties of a clergyman and schoolmaster, to accompany each party. The Norwegians are simple-minded people, and require somebody in whom they have perfect confidence to direct and guide their movements, and who they can look up to in all cases of doubt and difficulty. If this plan were pursued here, there is no impediment that I can see to their successful settlement in Canada. I have always advocated the importance of taking steps to retain a large portion of this valuable emigration. The Norwegians are a fine, hardy race, and are considered by the Western States to be the best class of emigrants they get.

#### DANISH EMIGRATION.

You will observe that we have also received an emigration of 219 Danes, who were induced to come to us by the representations of Mr. Sorensen, of Copenhagen, formerly a resident in the Western States. This gentleman published a pamphlet at his own expense, which attained an extensive circulation in Denmark, showing the advantages Canada at present possesses, as a field for emigration, over the States, and his exertions cannot but be productive of good to the Province. 70 of the Danes settled in the Ottawa districts, and I hear they are all satisfactorily employed.

## AMENDMENTS TO IMPERIAL PASSENGER ACT OF 1855.

I have received official notice from Her Majesty's Commissioners of Emigration, that an amendment to the Passenger Act of 1855 was carried through the Imperial Parliament last Session, and came into operation on the 1st of October.

Its leading points are as follow:—

1st. The number of passengers for bringing a sailing ship under the definition of a "Passenger Ship," and consequently under the full operation of the law, is increased (in round numbers) from 2 to 3 statute adults for every 100 tons, and from 30 to 50 passengers in all.

2nd. The exemption of mail steamers is withdrawn.

3rd. The tonnage check is repealed.

4th. The cabin passengers are to be included in the passenger lists.

5th. Horses and cattle in limited numbers and under certain restrictions, may be taken as cargo in passenger ships.

6th. Aid is extended, in case of shipwreck, to passengers whose passages have been provided for them, as well as to those who have themselves paid for their passages.

7th. The penalty in the Crown Bond is increased from £2,000 to £5,000, in cases where neither the owner nor charterer of the ship resides within the United Kingdom.

## LOSS OF MAIL STEAMERS "ANGLO-SAXON" AND "NORWEGIAN."

I regret to have to report the loss of two of the Mail Steamers to this port, viz.: the "Anglo-Saxon" and "Norwegian." The wreck of the "Anglo-Saxon" off Cape Race, on the 27th of April, was attended with the melancholy loss of 238 lives (15 cabin passengers, 208 steerage, and 15 of the crew). The "Norwegian" was wrecked on the 14th June, on the Island of St. Pauls, and fortunately the passengers were all saved, though many of them lost their luggage. The facts connected with the loss of these fine ships are sufficiently well known to render it unnecessary that I should dwell upon the subject.

## ACCOUNT OF ARRIVALS AND DISTRIBUTION OF SEASON'S IMMIGRANTS:

The following account of the arrival and distribution of Emigrants (steerage passengers) within the Province, is derived from the best information, on the point, that I have been able to obtain. Landed at Quebec in 1863 (steerage)..... 18112

|                                                                                                                 |      |
|-----------------------------------------------------------------------------------------------------------------|------|
| By Suspension Bridge and Detroit, as per return of Hamilton Agent, 20792, of whom there remained in Canada..... | 4840 |
| " Steamers on Lake Ontario, from Rochester and Oswego, as per return of Mr. Hawke.....                          | 768  |
| " do from Oswego and Cape Vincent to Kingston, as per return of Mr. McPherson.....                              | 3196 |
| " Lake Champlain to Montreal, as per return of Mr. Daly.....                                                    | 465  |
| " Steamer to Portland, from 1st January to opening of navigation.                                               | 1014 |
| " do do from close of navigation to 31st Dec., 1863                                                             | 324  |

28719

Of the arrivals at Quebec, the number that proceeded to the States is estimated at about..... 5000

Remaining in Canada..... 23719

Of these there appear to have settled in Western Canada..... 18101

In Ottawa District..... 1700

In Eastern Canada..... 2774

In Lower Provinces..... 61

Unaccounted for..... 1073

23719

## AMOUNT OF EMIGRANT TAX COLLECTED.

The amount of Emigrant tax realized in course of the past season was \$18,039, of which \$18,024 was collected at Quebec, and \$15 at Montreal.

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**YEARLY EXPENDITURE.**

The expenditure under the immediate superintendence of this department during the year, amounted to \$34,105.34, viz:—

|                                           |                    |
|-------------------------------------------|--------------------|
| Foreign Agencies.....                     | \$ 3756 75         |
| Quarantine Establishment .....            | 6178 51            |
| Emigration (in direct relief).....        | 18541 02           |
| Agency charges, rents, printing, &c ..... | 5629 06            |
|                                           | <u>\$34,105 34</u> |

**FOREIGN AGENCIES.**

The expenses of the Foreign Agencies, included in the above sum, were:—

|                                                     |                  |
|-----------------------------------------------------|------------------|
| Mr. Wagner, German Agency, balance due on 1862..... | \$ 400 76        |
| Mr. Verret, French do do do .....                   | 354 23           |
| Mr. Buchanan, Mission to United Kingdom.....        | 3001 76          |
|                                                     | <u>\$3756 75</u> |

**QUARANTINE STATION.**

|                                                                                           |                  |
|-------------------------------------------------------------------------------------------|------------------|
| Pay list, including wintering party.....                                                  | \$5387 38        |
| Steamboat service.....                                                                    | 260 48           |
| Hospital supplies \$123, cartage \$61.50.....                                             | 184 50           |
| Washing, &c.....                                                                          | 33 40            |
| Rent, stationery, printing, &c., including the Inspecting Physician's Office, Quebec..... | 307 05           |
| Sundries.....                                                                             | 5 75             |
|                                                                                           | <u>\$6178 51</u> |

**PROVINCIAL AGENCIES.**

The expenditure incurred at the Provincial Agencies, for the year ending 31st December, 1863, has been as follows:—

**MONTREAL.**

|                     |                  |
|---------------------|------------------|
| Transport.....      | \$2104 18        |
| Provisions.....     | 32 33            |
| Agency charges..... | 459 04           |
|                     | <u>\$2595 55</u> |

**KINGSTON.**

|                     |                  |
|---------------------|------------------|
| Transport.....      | \$ 267 58        |
| Provisions.....     | 61 49            |
| Agency charges..... | 219 19           |
|                     | <u>\$ 548 26</u> |

**OTTAWA.**

|                     |                  |
|---------------------|------------------|
| Transport.....      | \$ 746 96        |
| Provisions.....     | 119 99           |
| Medical relief..... | 110 52           |
| Agency charges..... | 337 96           |
|                     | <u>\$1314 53</u> |

**HAMILTON.**

|                     |                 |
|---------------------|-----------------|
| Transport .....     | \$173 44        |
| Provisions.....     | 44 19           |
| Agency charges..... | 40 03           |
|                     | <u>\$257 71</u> |

## TORONTO.

|                     |                       |
|---------------------|-----------------------|
| Transport.....      | \$2207 69             |
| Provisions.....     | 214 80                |
| Agency charges..... | 774 09                |
|                     | <u>—————\$3196 58</u> |

## QUEBEC.

|                     |                         |
|---------------------|-------------------------|
| Transport.....      | \$12030 94              |
| Provisions.....     | 360 36                  |
| Medical aid.....    | 66 55                   |
| Agency charges..... | 781 75                  |
| Printing, &c.....   | 3017 85                 |
|                     | <u>—————\$16257 45</u>  |
|                     | <u>—————\$24,170.08</u> |

## NO. RELIEVED AT QUEBEC AGENCY.

The number of persons assisted with transport at the Quebec Agency, was 4144, equal to 3169 adults, viz:—

|                  |                  |
|------------------|------------------|
| Male adults..... | 1242             |
| Female do. ....  | 1348             |
| Children.....    | 1158             |
| Infants.....     | 396              |
|                  | <u>—————4144</u> |

## ORIGINS.

Of this number there were:—

|                           |                  |
|---------------------------|------------------|
| English.....              | 1253             |
| Irish.....                | 1079             |
| Scotch.....               | 1080             |
| Germans.....              | 378              |
| Norwegians and Danes..... | 354              |
|                           | <u>—————4144</u> |

## DESTINATIONS.

They were forwarded to:—

|                                           |                  |
|-------------------------------------------|------------------|
| Eastern Townships.....                    | 58½              |
| Montreal.....                             | 480½             |
| Ottawa.....                               | 394              |
| Kingston, and places east of Toronto..... | 501½             |
| Toronto.....                              | 462              |
| Places west of Toronto.....               | 1243½            |
| Eastern States.....                       | 6                |
| Western do.....                           | 11½              |
| Lower Provinces.....                      | 11½              |
|                                           | <u>—————3169</u> |

At an average cost of \$3.80 each adult.

## COMPARATIVE STATEMENT OF DESTITUTE ASSISTED IN 1862 AND 1863.

The following is a comparative statement of the number of destitute emigrants assisted at each Agency during the years 1862 and 1863 :

|                | 1862.       |             |               | 1863.       |              |               |
|----------------|-------------|-------------|---------------|-------------|--------------|---------------|
|                | Souls.      | Adults.     | Average Cost. | Souls.      | Adults.      | Average Cost. |
|                |             |             | \$ cts.       |             |              | \$ cts.       |
| Quebec.....    | 2542        | 1943        | 3 81          | 4144        | 3169         | 3 80          |
| Montreal ..... | 725         | 516         | 2 49          | 1212        | 913½         | 2 30          |
| Kingston ..... | 169         | 139         | 0 73½         | 507         | 427          | 0 58          |
| Ottawa.....    | 614         | 481         | 1 76          | 700         | 544          | 1 78          |
| Toronto .....  | 2141        | 1696        | 0 89½         | 2460        | 1845         | 0 98½         |
| Hamilton.....  | 207         | 160         | 1 51½         | 251         | 187          | 0 93          |
|                | <u>6398</u> | <u>4935</u> | .....         | <u>9274</u> | <u>7085½</u> | .....         |

## REMARKS THEREON.

The number of persons who have required assistance in the course of the season of 1863 shows a large increase over the previous year, and this circumstance will account for the larger expenditure of the Department under this head.

The applicants for aid at all the Agencies throughout the Province, in transport and provisions, have amounted to 9274 souls or 7085½ adults, while those in 1862 were 6398 souls or 4935 adults. But the average extent of the aid afforded has been somewhat reduced, so that the whole expenditure bears a less proportion to the number relieved. In 1862, the assistance extended to 6398 souls involved an expense of \$17,249, equal to \$2.70 per head. In 1863, similar assistance to 9274 souls has cost \$24,170, or \$2.08 each.

## PAUPER EMIGRATION.

It is unnecessary for me to allude to the circumstances which have affected the immigration of the year, and introduced a comparatively extensive pauper class. The very large accession of persons whose removal to this country took place through the means with which they were supplied by various charitable associations in Great Britain and Ireland, is itself almost sufficient to account for the more numerous applications for relief made immediately on arrival at this port.

## EFFORTS MADE BY UNITED STATES TO SECURE EMIGRATION.

Throughout the season just closed, very preserving efforts have been made by persons interested in the passenger transportation line, to induce emigration from England and Ireland to the United States, and there is reason to believe that the bounties offered to recruits for the American army have proved a great assistance to these efforts. Full publicity was given to the inducements held out by the Federal Government, and many recruiting agents openly made engagements with such men as joined them, supplying their passages or a large share of the cost. There is no room to doubt that a large proportion of the passages prepaid in America were furnished for men whose destination was the American army. If these exertions to induce emigration to the United States should be continued, Canada must experience a reduction of the numbers of the able-bodied and younger class of immigrants, without perhaps finding a proportionate diminution of the less desirable. The North of Europe, as well as the United Kingdom, is looked to for supplies of men for the war, and Congress appears disposed to make liberal appropriations for agencies designed to encourage recruiting under the name of emigration. Under these circumstances, our immigration of Germans, Norwegians and others must be in great part put a stop to. Indeed it seems improbable that whatever exertions may be made on the part of Canada in the ensuing season, there can be maintained any successful competition for emigration of the lower ranks.

## ON REPORT OF MISSION TO UNITED KINGDOM.

Early in the course of the summer, I had the honor of submitting a report of my mission to England (copy in Appendix Va), and of the steps that I had adopted in pursuance of the instructions furnished me by my Government when there.

## ADVANTAGES ACCRUING THEREFROM.

I have reason to think that very appreciable advantage to the Province has resulted from the diffusion of correct information respecting its resources, as well as from the opportunity which a reference to me afforded, to a large number of persons contemplating emigration, of comparing the prospects which Canada holds out more plainly than any other colony of Great Britain to settlers possessing some capital, and prepared at once to become occupants of land. My report shows the difficulties under which I was placed by the active competition maintained by other countries inviting emigrants, and particularly the United States, whose laboring population is in many districts sensibly reduced by the demand for soldiers. It exposes also the comparative inefficiency of an agency extending only to a part of the year. I remain of the opinion that to secure all the advantages that might be derived from an official Agency for Canadian Emigration in the United Kingdom, it should be established on a permanent and continuous footing. The lower classes of emigrants are influenced by the circumstances that affect them at the moment, and their plans are formed perhaps within a very short period of their embarkation, generally in the spring of the year. But persons possessing capital seek extensively for information, and occupy months in coming to a decision on their future course. It is to the latter class that a permanent Provincial Agency would be available, as it is in that class that the Province is more particularly interested.

While the existing condition of things is maintained in the United States, so long as there remain large numbers of men in arms, there must be a great demand for laborers in many descriptions of employment; and while the currency of the country remains so greatly depreciated as to make the dollar worth in reality no more than two shillings and eight pence sterling, the wages paid must be apparently very high. It will follow that the attractions offered by Canada will not compare with those presented by the United States to the emigrant, whose object is employment only. Young and unencumbered men will be tempted by the large bounties and high pay offered on enlistment in the American army, and those who are unable or unwilling to take a military course will continue to be deceived by the nominal wages paid for all kinds of work. Few have the intelligence to value rightly the money offered them, or to reflect that while the rates of wages are raised, the prices of all the necessaries of life are increased proportionally. Even if it were desirable to invite a laboring emigration into the country at present, Canada would find great difficulty in doing so. But with respect to the encouragement of the more intelligent classes, possessing the means to become settlers and to bring into early productive cultivation the vast tracts of fertile Crown lands now lying unoccupied, I remain under the impression that much may be done through an agency in London, permanently established and always prepared to meet all demands for information on whatsoever subject connected with the natural resources of the Province.

## DIFFUSION OF INFORMATION CONCERNING FREE GRANTS, &amp;c.

I have, on a former occasion, offered a suggestion which I beg to be permitted here to repeat, to the effect, that through an Emigration Agency in England, information might be extensively diffused concerning the Free Grants offered by the Province, and the Colonization Roads carried on at the public expense, both points of great interest to a class of emigrants who would prove highly valuable settlers. My observations made in England have confirmed my previous impressions, that were the free grant of land assured to the settler previously to his embarkation, it would prove a large inducement to the adoption of Canada in place of the North Western States as his destination. Under the offer of this premium a supervision might be exercised at the ports of embarkation, which might save the Province from the introduction of many unprofitable additions to its population, and replace them by vigorous and hardy families, the best suited in every respect to the colonization of our forest lands.

## LABOR PROSPECTS FOR 1864.

As to the demand for labor and the prospects which Canada offers as a home for the industrial classes of the mother country during the season of 1864, they are upon the whole favorable. The country is advancing steadily in wealth and population. Our farmers are reaping the benefit of an abundant harvest, and will be in a position to afford increasing

employment to skilled agricultural laborers. To this class more particularly this country at present holds out the fairest prospect of success, and I do not anticipate any difficulty in providing for all who shall seek our shores.

#### DEMAND FOR ARTIZANS.

The demand for artizans will remain extensive, and some classes will more particularly be sought for. The increasing attention which is now directed to the mineral resources of the country will result in the employment of large numbers of miners and other workmen having experience in the opening and working of mineral veins. The numerous discoveries of copper ores made in the Eastern Townships within a recent period have been followed by many successful attempts to develop this source of wealth, and there are already mining enterprises in progress on a very large scale. The experience gained in the working of the gold deposits known to exist in some parts of the same district, has encouraged more enlarged examination, with successful results in many instances. There appears no doubt that the judicious and economical application of capital and labor to the production of copper and gold will be attended with profitable results, and that the field they offer for industry will be extended year by year.

#### GENERAL PROSPECTS FOR 1864.

I have not as yet received any very positive information relative to the probable emigration for the approaching season; but judging from the opinions expressed by the press generally throughout the United Kingdom, the question of emigration has occupied a large share of public attention, and is looked upon by many of the unemployed as their best means of relief. There is no doubt that increasing numbers of the humbler classes, more particularly in Ireland and in the North of Scotland, are looking upon it as the only ground for hoping they may escape from their present distress. Thousands would gladly avail themselves of it, had they only the means of paying their ocean passage. The extent of the movement, even at this inclement period of the year, may be seen in the large numbers who leave by every available vessel for the United States. The return of the port of Liverpool, for the month of December, shows that 8431 left that place chiefly for the United States, against 4072 in the corresponding month last year. Without doubt this movement will spread as the season advances, so that when the St. Lawrence opens we may fairly calculate on receiving some share of the number, provided sufficient vessels be laid on the route. The scarcity of accommodation, more particularly by steamers, added to the high rates of passage, acts very seriously against us in our competition with New York for emigrant transport.

#### ARRIVALS BY PORTLAND STEAMERS.

The Portland steamers continue to bring every trip a reasonable number of passengers, among whom there are always a few whose destination is Canada. Many persons have lately arrived by this route with the intention of purchasing farms in the Province, and I have also constant applications by letter from persons of means desiring information about the country, stating their intention of coming out in the spring.

Many emigration societies in England and Scotland are in process of organization, and some are already collecting funds for assisting unemployed operatives to reach this country, so that on the whole we may reasonably look forward to receiving increased numbers during the season of 1864.

It will not be omitted to instruct the local inland agents of the Department to ascertain the wants of the several districts, and the demand which is likely to exist for the different branches of labor.

I have the honor to be, sir,

Your obedient servant,

A. C. BUCHANAN,

Chief Agent.



TABLE No. 1.

RETURN of the number of Emigrants embarked for Canada, with the number of Births and Deaths during the voyage and in Quarantine; the total number landed at Quebec and Montreal, distinguishing Males from Females, and Adults from Children, with the number of souls from each Country; also, the number of Vessels arrived, their tonnage and average length of passage, during the season of 1863.

| Whence.                | Class.                 | No. of Vessels. | Average number of days on passage. | Tonnage. | Number Embarked. |      |                              |      |          |                | Total number of souls on board. | Deaths on Passage. |    |         |    |           |    |          |        |  |   |    |
|------------------------|------------------------|-----------------|------------------------------------|----------|------------------|------|------------------------------|------|----------|----------------|---------------------------------|--------------------|----|---------|----|-----------|----|----------|--------|--|---|----|
|                        |                        |                 |                                    |          | Adults.          |      | Children from 1 to 12 years. |      | Infants. | Total Passage. |                                 | Births.            |    | Adults. |    | Children. |    | Infants. | Total. |  |   |    |
|                        |                        |                 |                                    |          | M.               | F.   | M.                           | F.   |          |                |                                 | M.                 | F. | M.      | F. | M.        | F. |          |        |  |   |    |
| England.....           | { Steamers.....        | 32              | 13                                 | 41506    | 964              | 2290 | 1004                         | 455  | 414      | 237            | 4400                            | 2                  | 1  | 5367    |    |           |    |          |        |  |   |    |
|                        | { Sailing Vessels..... | 41              | 30                                 | 29776    | 5                | 404  | 244                          | 140  | 114      | 44             | 946                             |                    |    | 951     | 1  |           |    |          |        |  | 1 |    |
| Ireland.....           | { Steamers.....        |                 | 12                                 |          | 202              | 1910 | 1369                         | 200  | 221      | 167            | 3957                            |                    |    | 4159    | 1  |           |    |          |        |  |   | 1  |
|                        | { Sailing Vessels..... | 14              | 43                                 | 8982     |                  | 297  | 253                          | 114  | 96       | 28             | 788                             |                    | 2  | 791     |    |           |    |          |        |  |   |    |
| Scotland.....          | { Steamers.....        | 15              | 17                                 | 16364    | 134              | 1349 | 1201                         | 553  | 522      | 195            | 3820                            | 4                  | 1  | 3959    | 2  |           |    |          |        |  |   | 4  |
|                        | { Sailing Vessels..... | 2               | 37                                 | 806      |                  | 3    | 1                            |      |          |                | 4                               |                    |    | 4       |    |           |    |          |        |  |   |    |
| Germany.....           | do.....                | 13              | 49                                 | 6007     | 1                | 1002 | 808                          | 525  | 521      | 232            | 3088                            | 7                  | 9  | 3105    | 4  | 4         | 17 | 13       | 8      |  |   | 46 |
| Norway and Sweden..... | do.....                | 15              | 48                                 | 7711     | 1                | 418  | 337                          | 153  | 150      | 56             | 1114                            | 3                  | 1  | 1119    | 2  |           |    |          |        |  |   | 6  |
| Other Countries.....   | do.....                | 6               | 40                                 | 4581     |                  | 15   | 4                            | 2    | 1        | 1              | 23                              |                    |    | 23      |    |           |    |          |        |  |   |    |
| Totals.....            |                        | 138             |                                    | 115733   | 1307             | 7638 | 5221                         | 2232 | 2039     | 900            | 18140                           | 18                 | 13 | 19473   | 9  | 5         | 20 | 15       | 9      |  |   | 58 |

| Whence.                 | Class.                                  | Deaths in Quarentine. |    |           |    |        |    | Total Deaths. | Total landed in the Colony. |                 |                   |       |      |      |       | Grand Total landed in the Colony. |       |      |
|-------------------------|-----------------------------------------|-----------------------|----|-----------|----|--------|----|---------------|-----------------------------|-----------------|-------------------|-------|------|------|-------|-----------------------------------|-------|------|
|                         |                                         | Adults.               |    | Children. |    | Total. |    |               | Infants.                    | Total Steerage. | Cabin Passengers. |       |      |      |       |                                   |       |      |
|                         |                                         | M.                    | F. | M.        | F. | M.     | F. |               |                             |                 |                   |       |      |      |       |                                   |       |      |
| England.....            | { Steamers.....<br>Sailing Vessels..... |                       |    |           |    |        |    |               | 2290                        | 1004            | 456               | 414   | 2745 | 1418 | 240   | 4403                              | 964   | 5367 |
| Ireland.....            | { Steamers.....<br>Sailing Vessels..... |                       |    |           |    |        | 1  | 1             | 404                         | 243             | 140               | 114   | 544  | 357  | 44    | 945                               | 5     | 950  |
| Scotland .....          | { Steamers.....<br>Sailing Vessels..... |                       |    |           |    |        |    | 4             | 297                         | 258             | 114               | 96    | 411  | 349  | 31    | 791                               | ..... | 791  |
| Germany .....           | do .....                                |                       | 1  |           |    |        |    |               | 3                           | 1               | .....             | ..... | 3    | 1    | ..... | 4                                 | ..... | 4    |
| Norway and Sweden.....  | do .....                                |                       |    |           |    |        |    | 47            | 998                         | 803             | 508               | 508   | 1506 | 1311 | 240   | 3057                              | 1     | 3058 |
| Other Countries.. ..... | do .....                                |                       |    |           |    |        |    | 6             | 416                         | 337             | 151               | 148   | 567  | 485  | 60    | 1112                              | 1     | 1113 |
| Totals.....             |                                         |                       | 1  |           |    |        | 59 | 7679          | 5215                        | 2212            | 2024              | 6881  | 7239 | 982  | 18112 | 1807                              | 19419 |      |

CLASSIFICATION OF CABIN PASSENGERS.

|                   |             |
|-------------------|-------------|
| Males.....        | 695         |
| Females.....      | 376         |
| Children.....     | 336         |
| <b>Total.....</b> | <b>1807</b> |

**GOVERNMENT EMIGRATION OFFICE,**  
**Quebec, 31st December, 1863.**

**A. C. BUCHANAN,**  
**Chief Agent.**



TABLE No. 3.

RETURN of the Trades and Callings of the Male Emigrants of 1863.

|                             | British. | Foreign. |                                  | British. | Foreign. |
|-----------------------------|----------|----------|----------------------------------|----------|----------|
| Artists (photographic)..... | 5        |          | Moulders and Foundrymen.....     | 15       |          |
| Bakers.....                 | 25       | 7        | Music Teachers.....              | 2        |          |
| Barbers.....                | 8        |          | Navvies.....                     | 6        |          |
| Bellsmiths.....             | 1        |          | Opticians.....                   | 1        |          |
| Blacksmiths.....            | 19       |          | Painters and Glaziers.....       | 15       | 7        |
| Bleachers.....              | 1        |          | Papermakers.....                 | 3        |          |
| Blockmakers.....            |          | 2        | Pianomakers.....                 | 1        |          |
| Boilermakers.....           | 2        |          | Plasterers.....                  | 5        |          |
| Bookbinders.....            | 3        | 1        | Plate-layers.....                | 2        |          |
| Boot Closers.....           | 1        |          | Ploughmen.....                   | 12       |          |
| Braziers.....               | 1        |          | Plumbers.....                    | 2        |          |
| Brewers.....                |          | 1        | Policemen.....                   | 3        |          |
| Bricklayers.....            | 1        |          | Porters.....                     | 3        |          |
| Brickmakers.....            | 1        | 1        | Potters.....                     | 1        | 1        |
| Builders.....               | 4        |          | Printers.....                    | 10       | 1        |
| Butchers.....               | 22       | 2        | Quarrymen.....                   | 1        |          |
| Cabinetmakers.....          | 5        |          | Railway Guards.....              | 1        |          |
| Calico Printers.....        | 1        |          | Ropemakers.....                  | 1        |          |
| Carpenters and Joiners..... | 126      | 23       | Saddlers and Harness-makers..... | 1        | 4        |
| Carters and Cabdrivers..... | 7        |          | Sawyers.....                     | 7        |          |
| Carvers and Gilders.....    | 8        |          | Schoolmasters.....               | 9        |          |
| Cigar-makers.....           |          | 1        | Servants (domestic).....         | 22       | 1        |
| Chemists and Druggists..... | 4        |          | Shepherds.....                   | 5        |          |
| Clerks and Accountants..... | 188      | 15       | Shipwrights.....                 | 6        |          |
| Coachmakers.....            | 1        | 4        | Shoemakers.....                  | 40       | 22       |
| Colliers.....               | 3        |          | Shopmen.....                     | 28       |          |
| Combmakers.....             |          | 1        | Smiths.....                      | 29       | 22       |
| Commercial Travellers.....  | 2        |          | Soapmakers.....                  |          | 1        |
| Compositors.....            | 1        |          | Soldiers.....                    | 10       | 1        |
| Confectioners.....          | 1        |          | Stationers.....                  | 2        |          |
| Coopers.....                | 22       | 13       | Stonecutters.....                | 2        |          |
| Cotton Spinners.....        | 2        |          | Tailors.....                     | 37       | 17       |
| Cork-cutters.....           | 2        |          | Tanners.....                     | 2        | 3        |
| Crofters.....               | 117      |          | Telegraph Operators.....         |          | 1        |
| Drapers.....                | 20       |          | Tenters.....                     | 1        |          |
| Drovers.....                | 2        |          | Tinsmiths.....                   | 14       | 1        |
| Dyers.....                  | 2        |          | Toy-makers.....                  | 1        |          |
| Engineers.....              | 37       |          | Traders.....                     | 40       | 10       |
| Engravers.....              | 3        |          | Turners.....                     | 5        |          |
| Factory Operatives.....     | 235      |          | Umbrella-makers.....             |          | 3        |
| Farmers.....                | 1476     | 722      | Upholsterers.....                | 2        |          |
| Fishermen.....              | 2        |          | Warehousemen.....                | 4        |          |
| Flax Dressers.....          | 2        |          | Warpers.....                     | 1        |          |
| Frame Workers.....          | 1        |          | Watch and Clockmakers.....       | 3        | 8        |
| Gardeners.....              | 11       | 5        | Weavers (cloth).....             | 108      | 3        |
| Gas-fitters.....            | 2        |          | do (ribbon).....                 | 155      |          |
| Glass Blowers.....          | 1        |          | Wheelwrights.....                | 2        |          |
| Goldsmiths.....             |          | 1        | Wool-dressers.....               | 3        |          |
| Grocers.....                | 22       |          | Working Jewellers.....           | 8        | 2        |
| Grooms.....                 | 6        |          | No stated occupation.....        | 78       | 44       |
| Hatters.....                | 7        |          | Mechanics not specified.....     | 20       | 14       |
| Inn-keepers.....            | 1        | 1        | Professional men.....            | 8        | 2        |
| Iron Drippers.....          | 3        |          |                                  |          |          |
| Laborers.....               | 2726     | 421      | Total.....                       | 6250     | 1429     |
| Linendrapers.....           | 1        |          |                                  |          |          |
| Locksmiths.....             | 1        |          |                                  |          |          |
| Machinists.....             |          | 3        |                                  |          |          |
| Marble Cutters.....         | 23       |          |                                  |          |          |
| Mariners and Seamen.....    | 1        |          |                                  |          |          |
| Masons.....                 | 45       | 11       |                                  |          |          |
| Millers.....                | 33       | 7        |                                  |          |          |
| Millwrights.....            | 6        | 19       |                                  |          |          |
| Miners.....                 | 232      |          |                                  |          |          |
| Ministers (Methodists)..... | 5        |          |                                  |          |          |
|                             |          |          | RECAPITULATION.                  |          |          |
|                             |          |          | British.....                     | 6,250    |          |
|                             |          |          | Foreign.....                     | 1,429    |          |
|                             |          |          |                                  | 7,679    |          |

TABLE No. 3.—Continued.

RETURN of the Trades and Callings of the Female Emigrants of 1863.

|                                      | British. | Foreign. |
|--------------------------------------|----------|----------|
| FEMALES.                             |          |          |
| Cooks.....                           | 11       | .....    |
| Dressmakers.....                     | 14       | .....    |
| Factory Girls.....                   | 14       | .....    |
| Housekeepers.....                    | 60       | .....    |
| Housemaids and General Servants..... | 1383     | 36       |
| Laundrymaids.....                    | 11       | .....    |
| Milliners.....                       | 6        | .....    |
| Nurses and Nurserymaids.....         | 18       | .....    |
| School Teachers.....                 | 4        | .....    |
| Seamstresses.....                    | 3        | .....    |
|                                      | 1524     | 36       |
| RECAPITULATION.                      |          |          |
| British.....                         | 1,524    |          |
| Foreign.....                         | 36       |          |
|                                      | 1,560    |          |

A. C. BUCHANAN,  
Chief Agent.

GOVERNMENT IMMIGRATION OFFICE,  
Quebec, 31st December, 1863.

TABLE No. 4.

RETURN of the number of persons who received assistance to emigrate during the season of 1863, with amounts remitted for their benefit upon landing.

| By whom sent out.                                  | No. of persons. | Class. |          |          | Am't sterling remitted to and paid by Chief Agent. |
|----------------------------------------------------|-----------------|--------|----------|----------|----------------------------------------------------|
|                                                    |                 | Males. | Females. | Children |                                                    |
|                                                    |                 |        |          |          | £ s. d.                                            |
| Glencree Reformatory.....                          | 2               | 2      |          |          |                                                    |
| Rev. R. Frizelle, Dublin.....                      | 7               |        | 7        |          | 7 0 0                                              |
| Waterford Union.....                               | 61              |        | 61       |          | 30 10 0                                            |
| Sligo Union.....                                   | 18              |        | 18       |          | 18 0 0                                             |
| Clara Charitable Loan Fund.....                    | 16              |        | 16       |          | 10 16 0                                            |
| Rev. N. Oliver, Stapleford Rectory.....            | 2               | 2      |          |          |                                                    |
| Kingswood Reformatory.....                         | 4               | 4      |          |          |                                                    |
| Mr. Clement's Estate, County Donegal.....          | 3               |        | 3        |          |                                                    |
| Bedworth and Coventry Emigration Committees.....   | 454             | 148    | 119      | 187      | 154 4 0                                            |
| Scariff Farm.....                                  | 20              | 13     | 7        |          | 17 0 0                                             |
| Liverpool Farm School.....                         | 2               | 2      |          |          | 2 0 0                                              |
| Mrs. Thomas, Island of Harris.....                 | 362             | 90     | 97       | 175      |                                                    |
| Hebrides Emigration Committee.....                 | 179             | 45     | 60       | 74       | 5 5 0                                              |
| Carlisle Emigration Committee.....                 | 49              | 8      | 10       | 31       |                                                    |
| Rev. W. Fitzpatrick, Temple Michael.....           | 32              | 12     | 5        | 15       |                                                    |
| Ennis Union.....                                   | 27              | 1      | 26       |          | 27 0 0                                             |
| Edenderry Union.....                               | 23              | 3      | 20       |          | 21 0 0                                             |
| North Lancashire Reformatory, Bleesdale.....       | 4               | 4      |          |          |                                                    |
| Manchester Operatives' Emigration Aid Society..... | 253             | 99     | 53       | 101      | 135 4 11                                           |
| National Coll. Emigration Aid Society, London..... | 47              | 12     | 12       | 23       |                                                    |
| Wandsworth Reformatory.....                        | 10              | 10     |          |          |                                                    |
| South Dublin Union.....                            | 34              |        | 34       |          | 34 0 0                                             |
| Warwickshire Reformatory (Weston).....             | 1               | 1      |          |          |                                                    |
| North Lincolnshire Reformatory.....                | 2               | 2      |          |          |                                                    |
| Mr. Ramsay, of Islay.....                          | 200             | 64     | 50       | 86       |                                                    |
| Parsonstown Union.....                             | 17              |        | 17       |          | 17 0 0                                             |
| Old Castle Union.....                              | 8               |        | 8        |          |                                                    |
| Rev. M. Brock, Bethnal Green, London.....          | 2               | 1      | 1        |          |                                                    |
| Cashel Union.....                                  | 24              | 3      | 18       | 3        | 20 10 0                                            |
| Tipperary Union.....                               | 23              | 12     | 11       |          |                                                    |
| Sir James Matheson, Island of Lewis.....           | 349             | 106    | 113      | 130      |                                                    |
| Clogher Union.....                                 | 13              |        | 13       |          |                                                    |
| Glasgow Industrial School.....                     | 10              |        | 10       |          |                                                    |
| Glasgow Operative Relief Committee.....            | 429             | 104    | 91       | 234      | 270 0 0                                            |
| Kilmallock Union.....                              | 18              |        | 18       |          | 16 0 0                                             |
| St. Lewis Convent, County Monaghan.....            | 4               |        | 4        |          |                                                    |
| Total.....                                         | 2709            | 748    | 902      | 1059     | £785 9 11                                          |

## RECAPITULATION.

|                                   | No.  | Am't remitted. |
|-----------------------------------|------|----------------|
| Emigrated by Unions.....          | 286  | £201 0 0       |
| “ Reformatories, Schools, &c..... | 39   | 2 0 0          |
| “ Emigration Societies.....       | 1411 | 564 13 11      |
| “ Private Individuals.....        | 973  | 17 16 0        |
|                                   | 2709 | £785 9 11      |
| From England.....                 | 330  |                |
| “ Ireland.....                    | 350  |                |
| “ Scotland.....                   | 1529 |                |

GOVERNMENT IMMIGRATION OFFICE,  
Quebec, 31st December, 1863.

A. C. BUCHANAN,  
Chief Agent.

TABLE No. 5.

COMPARATIVE STATEMENT of the number of Emigrants arrived at the Port of Quebec since the year 1829 to 1863, inclusive.

| Country.             | 1829 to 1833. | 1834 to 1838. | 1839 to 1843. | 1844 to 1848. | 1849. | 1850. | 1851. | 1852. | 1853. | 1854. | 1855. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. |
|----------------------|---------------|---------------|---------------|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| England .....        | 43386         | 28561         | 30791         | 60458         | 8980  | 9887  | 9877  | 9276  | 9585  | 18175 | 6754  | 10353 | 15471 | 6441  | 4846  | 6481  | 7780  | 6877  | 6317  |
| Ireland .....        | 102266        | 54004         | 74981         | 112192        | 23126 | 17976 | 22381 | 15983 | 14417 | 16165 | 4106  | 1688  | 2016  | 1153  | 417   | 376   | 413   | 4545  | 4949  |
| Scotland .....       | 20143         | 11061         | 16311         | 12767         | 4984  | 2879  | 7042  | 5477  | 4745  | 6446  | 4859  | 2794  | 3218  | 1424  | 793   | 979   | 1112  | 2979  | 3959  |
| Continent of Europe  | 15            | 485           | .....         | 9728          | 436   | 819   | 870   | 7256  | 7456  | 11537 | 4864  | 7343  | 11368 | 3578  | 2722  | 2314  | 10618 | 7728  | 4182  |
| Lower or other ports | 1889          | 1346          | 1777          | 1219          | 968   | 701   | 1106  | 1184  | 496   | 857   | 691   | 261   | 24    | 214   | ..... | ..... | ..... | 47    | 12    |
|                      | 167609        | 96357         | 129860        | 196361        | 38194 | 32292 | 41076 | 30176 | 36695 | 53180 | 21274 | 22439 | 32097 | 12510 | 8778  | 10150 | 19923 | 22176 | 19419 |

A. C. BUCHANAN,  
Chief Agent.

GOVERNMENT IMMIGRATION OFFICE,  
Quebec, 31st December, 1863.

## APPENDIX No. 1.

## REPORT OF MR. J. H. DALY, MONI REAL.

MONI REAL, December, 1863.

To A. C. Buchanan, Esquire,  
Chief Gov't Emigration Agent, &c., &c., &c., Quebec.

SIR,—I have the honor to submit for your information my fifth annual report, together with such matter as has come under my immediate notice at this agency, during the present year.

## INDIGENT EMIGRANTS.

The number of destitute emigrants who applied at this agency for relief during the year, amounts to 1,212 souls (equal to 913½ adults), against 725 persons (equal to 519 adults) in the corresponding period of 1862—being an increase of 487 souls (equal to 394½ adults) over last year. Of this number 342 were male adults, 374 female adults, 395 children, 101 infants—total 1,212. Of these 468 were Scotch, 453 Irish, 193 English, and 98 Norwegians, Danes and Germans.

These emigrants were forwarded to their several destinations, as follows:—To Canada West, 872; Ottawa District, 264; Eastern Townships and Quebec, 76. Total, 1,212. The larger proportion of these people were English, Irish and Scotch operatives, who were sent out to this country by various benevolent agencies. Many others, with a little means at their disposal, found their own way hither.

I noticed that the ships "Nubia," "Anglesca" and "Waverly," had a large proportion of poor among their passengers. The steamship "United Kingdom" had also many of the same class, which she landed here on the 21st June, and again on the 5th August last. These latter were principally Glasgow operatives. Still another class who came to join their friends in this country, having barely sufficient means to carry them as far as Montreal, were assisted by this agency to proceed to their destination.

The Glasgow operatives, I am informed, are likely to do well. They seem to be a sturdy, healthy looking set of men, and from what I could judge, will ere long prove a successful class of emigrants, and acquire comfortable homes for themselves—that is, if their skill be united with steady perseverance and industry.

The demand for labor of both sexes was fully as great as last season—in fact I may say greater; and I am happy to report that the wants of the applicants were in most cases readily supplied. The number of emigrants provided with places from this agency, during the year, was 704 males and females, against 530 for the corresponding period of 1862—being an increase of 169. I am able also to inform you that out of this very large number, some six or eight only returned to me to seek for further employment. Two-thirds of them have been placed with farmers in this district, at good wages, and appear to be quite satisfied with their occupation.

The number of emigrants with means who arrived this year, I am glad to say, compares fully with that of 1862. Many of them had bank drafts or certificates of deposit on our different monied institutions, and in some cases on private individuals, for amounts varying from £150 to £1,000 sterling. This class of people generally applied to me for information and advice as to the price of cleared and wild lands, house rents, market prices, the customs and laws of the country, &c. These I gave the fullest information I was possessed of, and in most cases recommended them not to purchase too hastily, and rather to rent farms for a year or two, with the option of purchasing at the expiration of the lease. I also advised them to deposit their money in the savings' bank, thereby getting interest at the rate of four per centum, till they actually needed the money. Six of the class of which I am now speaking examined the country in the Eastern Townships, and I believe suited themselves. Others settled in the vicinity of Prescott and Brockville.

## PASSAGE TICKETS FROM EUROPE.

I have much pleasure in stating that in no instance have I met with an emigrant who



had been misdirected by ticket agents in Europe, which is certainly a very great improvement on the system hitherto pursued towards these poor strangers. To this abuse I have been obliged to call your attention for the last five years. I am glad to see that these remonstrances appear to have had the desired effect of checking this evil, which has so long existed, and which caused so much trouble and expense to the poor emigrant landing in a strange country.

I find that the number of tickets sold in Europe for the United States, over the Champlain and St. Lawrence Railroad, was 1,420; and the number from Europe *via* the United States for Canada, was 465.

The number of emigrants who landed at this port direct from sea, per steamships and sailing vessels, was 1,465. The "Kong Carl" and the "Sleipner" had between them 264 passengers. The latter proceeded with her portion direct to Chicago. The "Kong Carl's" passengers also, I regret to say, proceeded to the Western States.

The number of emigrants who paid head money at the Montreal Custom House was 15 only, the return of which I now send you.

#### HEALTH OF EMIGRANTS.

The number sent to the hospital this year was 33. None of the cases were of a serious nature. The emigrants of this year, as to health, compare most favorably with those of the two previous seasons. This, no doubt, is owing in a great measure to quick passages, and shows the advantage of steamers over sailing vessels.

While upon this subject, I would beg to reiterate my former conviction as to the best mode of transport for emigrants. In 1860 I suggested in my report that if a class of steamers, inexpensively fitted up to carry freight and emigrant passengers, were put on the St. Lawrence route, it would be a paying speculation. They could afford to carry passengers for the same rates as are charged by the New York lines of a similar class. This would have the effect of bringing a large number of people to this country by the St. Lawrence, whereas they are now taken to New York, owing to the cheapness of the fares between that port and Liverpool. It may be mentioned here that during the season of 1863, sailing vessels carried adults from the latter port to New York as low as \$14, and steamers at \$20.

Were such a line of steamers established by us, I am quite sure it would tend to turn the tide of emigration towards the St. Lawrence more rapidly than any other course which could be adopted.

We have now three lines of steamers running from Europe to this port, and every trip these vessels have their full complement of passengers, and return with full cargoes of freight.

I am glad to see that such a Company has been, or is about to be, established in Montreal. I notice in our leading newspapers the prospectus of the "North American Steamship Company," and on reading it over I see that the idea so often advocated by me is intended to be carried out by this new line. I trust it will go into operation at once, and meet with the success that a project so well conceived deserves. I also notice that these steamers, after leaving Liverpool, are to call at a port in Ireland. This is a good idea, and with a proper agency they cannot fail of obtaining a full complement of passengers during the season.

#### UNION GIRLS.

It is much to be regretted that the commissioners of these institutions should persist in sending these poor creatures, under their present circumstances, to this country. Canada, no doubt, would be a good place for them, were they fit for the labor which they would have to perform on their arrival. Unfortunately they are quite ignorant of the household and other work which they are expected to know, and are perfectly useless; and were it not for the fact that female labor of any description is in such demand, this class of people would not be able to earn a living. Some few have done well, while others have unhappily become depraved and outcasts.

I took the liberty of drawing your attention to this matter in my last year's report, hoping that you would make known to the heads of these institutions the very great injustice they are committing in sending this class of emigrants here wholly untrained for any

useful employment. This I know you have done, but it would appear the authorities at home have not given this matter the consideration it demanded, and which common humanity would suggest. There has also been another grave mistake committed with regard to these unfortunate Union girls, as you very justly had occasion to write me during the past year, namely, sending them out to us in the fall of the year, on the eve of a Canadian winter, when also it is almost an impossibility to get employment for them. Were it not for the charitable houses we have, and the kind sympathies of the guardians of these different institutions, I know not what would become of many among them. Really, sir, I do hope that you will not relax in your efforts to have these unfortunates retained at home until they are competent to do general house and farm work. Unless well versed in these occupations, they had better not be sent to this country, and under no circumstances should they be sent later than the middle of June or first of July.

I am aware that you yourself have remonstrated against sending these people out here for years past, and that no heed is paid to your representations.

It is quite different with the male laborers; for if they only behave themselves and take such employment as is first offered, they are sure to get on and do well. The demand for this class of labor is steady, and farmers are constantly seeking to hire them. These also should have some knowledge of taking care of horses, cattle, &c., and should not arrive here later than the first of June.

#### CLERKS.

I regret again to be obliged to draw your attention to this class of emigrants. Notwithstanding the reiterated warnings which this class have had for the past six years, still they come and present themselves, expecting they will get employment by only asking for it. This is suicidal on their part; for where one perchance may get employment, fifty will fail. And there is no help for it. We have at present hundreds of well educated young men, natives of the country, connected with some of the best people in it, not able to get clerkships and other situations. How then can a perfect stranger expect to succeed in securing employment of this description?

#### FRENCH CANADIANS AND THE UNITED STATES.

Much has been said about our losing a large number of our French Canadian population, by their going to the United States. As far as I have been able to ascertain, I do not think that Canada has lost so many as some people imagine.

In the first place, on the breaking out of the disturbances we received, to my certain knowledge, during the first year of the war, an immense number of Canadians returning, not singly, but with grown up families. Very many of them had means, and have purchased property and settled down once more in the land of their birth.

I am aware that quite a large number of young single French Canadians have left for the States during the last three months—certainly an unusual season of the year. This naturally gave rise to the report that we are losing our French Canadian population. I will endeavor to explain the reason and the true cause of this movement.

You are aware that before the breaking out of the war, every spring, as far back as 1848 and 1849, when I was agent of the Vermont Central Railroad from Montreal to Boston, I have booked not less than from fifteen hundred to two thousand people to Worcester, Grotton, Manchester, Lowell, and all through the New England States, for the purpose of obtaining work as brick-makers, &c., and no doubt as many more went to Troy, N. Y., or in that direction; but all these young men returned in the fall of the year, and would remain the winter with their friends and live upon their summer earnings.

Since the troubles, this kind of business has almost ceased, and a new cra has been inaugurated for this class of labour. The demand for soldiers in the United States has been so great, and the inducements so large, that the labouring classes heretofore employed as choppers, &c., have taken the bounty or have been drafted. The consequence is, that to supply the places of native Americans in that country, our French Canadians are preferred—in fact they are better choppers than the Americans themselves. Thus it is that so many of our single young men find their way to the States at this unusual time of the year, tempted by the high rate of wages.

This employment will, however, last only during the winter months, when they will undoubtedly return and attend to French labour—boating, &c.

The railway companies, also, must have wood, and the quantity daily used upon the hundreds of miles of railway which now net the Province can be better imagined than calculated.

The opening up of new roads by the Government, the increase in the amount annually voted towards colonization, and the greater inducements in the shape of free grants to actual settlers, will all help to retard for the future the out-going of the French Canadians, though, as I have shown, I do not believe it to have assumed in any way a permanent shape; and even if it be true that we have lost a large number of the labouring classes, in consequence of the war and other inducements held out to them in the States, from high wages, in my opinion we have still in the long run to be the gainers—we have got rid of many of the worst characters who infest our streets and wharves, who fill our jails, and cause so much crime in the great cities. Their loss is replaced by the refugees who have made Canada their home since the commencement of the war, many of whom, finding that the sway of the Queen is a gentler one, their liberty as great, and the Government as paternal as their own, will, it is very likely, settle permanently among us. These are men of wealth and position, active, enterprising and intelligent, and who, if the City of Montreal be taken as a criterion, must already have largely benefitted the whole Province. In this city alone we have not less than 130 first-class families who have taken up their residence, and many of them are doing business here.

We have three tobacco factories already opened by these newly arrived capitalists, one of which employs an average of from 250 to 300 persons all the year round, and the other two about 100 each. Others have taken interest in business here with houses that have been long established; others again carry on the commission business or act as bankers, &c.

The capital they have brought in cannot probably be less than one million dollars for Montreal alone.

#### RESOURCES OF THE COUNTRY.

The opening up of the mineral treasures of the country will be another means of employment for our people, and source of our wealth.

The extent and value of the mines already found in Canada is something wonderful, and a commencement as yet has only been made. No one knows the extent to which the veins of copper, lead, silver, iron and gold, to say nothing of the oil springs ready to be traced out, which almost every week brings us intelligence of new discoveries, or augmentations of the old.

In concluding this rather lengthy report, I cannot omit, as usual, mentioning our local charities, the Homes connected with the St. Andrew's, St. George's, and St. Patrick's Societies, the Grey Nunnery, and the German Society, &c., &c. While they have each and all been most anxious, so far as their means would allow, in their efforts to relieve the distressed and co-operate with me in rendering assistance to the poor emigrant, I would particularly mention the cases of the wrecked passengers from two of the Montreal Ocean Steamships, whom the St. Andrew's Society helped and aided most materially, and the Lancashire operatives specially taken care of by the St. George's Society. In the St. Patrick's Home and the Grey Nunnery the Union girls sent out from Ireland all found comfortable asylums, until provided with places as domestic or other servants. I may truly say that Montreal has reason to be proud of its charitable institutions, and of the spirit of liberality which pervades its inhabitants, enabling these institutions to do so much for the relief of the poor and the help of the destitute.

All which is respectfully submitted.

I have the honor to be, sir,

Your most obedient servant,

JOSEPH H. DALEY,

Agent.

## APPENDIX No. 2.

## REPORT OF W. J. WILLS, OTTAWA.

GOVERNMENT EMIGRATION OFFICE,  
OTTAWA, 1st January, 1864.

SIR,—I have the honor to hand you the annual report of the immigration to this section of the Province during 1863.

The following numbers arrived at this Agency during the season :—

|                         | Men. | Women. | Children. | Total. |
|-------------------------|------|--------|-----------|--------|
| Natives of England..... | 131  | 52     | 106       | 289    |
| “ Ireland.....          | 113  | 152    | 82        | 347    |
| “ Scotland.....         | 46   | 26     | 22        | 94     |
| “ Germany.....          | 277  | 229    | 429       | 935    |
| “ Denmark.....          | 30   | 3      | 4         | 37     |
| “ Sweden.....           | 2    | 0      | 0         | 2      |
| “ Norway.....           | 3    | 2      | 1         | 6      |
|                         | 602  | 464    | 644       | 1710   |

The emigrants during 1863 were distributed in the undermentioned places :

|                             | Men. | Women. | Children. | Total. |
|-----------------------------|------|--------|-----------|--------|
| City of Ottawa.....         | 150  | 89     | 112       | 351    |
| County of Carleton.....     | 64   | 48     | 25        | 137    |
| “ Russell.....              | 36   | 36     | 29        | 101    |
| “ Renfrew.....              | 224  | 183    | 333       | 740    |
| “ Pontiac.....              | 19   | 28     | 33        | 80     |
| “ Ottawa.....               | 49   | 41     | 65        | 155    |
| “ Prescott.....             | 17   | 10     | 12        | 39     |
| “ Grenville.....            | 15   | 8      | 8         | 31     |
| “ Lanark.....               | 2    | 1      | 0         | 3      |
| “ Guelph.....               | 16   | 12     | 16        | 44     |
| “ Compton, C. E.....        | 3    | 2      | 3         | 8      |
| Left for United States..... | 7    | 6      | 8         | 21     |
|                             | 602  | 464    | 644       | 1710   |

Assistance in the shape of passages and temporary relief, was granted to the following, viz :

|                         | Men. | Women. | Children. | Total. |
|-------------------------|------|--------|-----------|--------|
| Natives of England..... | 69   | 29     | 74        | 172    |
| “ Ireland.....          | 20   | 47     | 11        | 78     |
| “ Scotland.....         | 4    | 4      | 1         | 9      |
| “ Germany.....          | 110  | 110    | 225       | 435    |
| “ Norway.....           | 3    | 2      | 1         | 6      |
|                         | 206  | 182    | 312       | 700    |

The annual expenditure may be estimated thus :

|                                                                               |           |
|-------------------------------------------------------------------------------|-----------|
| Salaries.....                                                                 | \$1165 00 |
| Office rent, stationery, printing, postage, fuel and incidental expenses..... | 267 00    |
| Transport by land and water.....                                              | 746 96    |
| Temporary relief, bread, provisions, &c.....                                  | 119 99    |
| Medical attendance, hospitals, &c.....                                        | 110 52    |
| Travelling expenses, telegraphs, express charges, &c.....                     | 70 06     |

\$2479 53

The season's operations, I am happy to state, must be considered as highly satisfactory; the emigrants generally were of a superior class, as compared with preceding years' and in every point of view are likely to become very desirable settlers of the Province.

It will be seen that 700 souls, equal to 544 adults, had to be assisted at this agency, during the past year. This was to a great extent to enable families to join their relatives in various localities of the Ottawa; several were also provided with passages and temporary relief to enable them to reach places where employment was waiting them, the cost equal to \$1.56 per adult. A large number likewise proceeded to distant parts for the like objects, at their own expense, a fact in itself showing that they had means on their arrival in this country.

During the year, 140 operatives, English and Scotch, arrived at this agency; they were immediately provided with employment, and from the accounts which have reached me, their services have been made profitable to their employers. At first, it was considered that this country's duties differing so very much from their previous occupations, they would be unequal to their performances, but the result very fortunately has been otherwise, which will aid their future advancement. 17 lads from the Reformatory Schools were also located in various sections of this country; with one or two exceptions, they have comported themselves in a satisfactory manner.

The supply of female domestics was in excess of former years, a circumstance highly appreciated by the inhabitants of the Ottawa. Although many of the girls had been previously totally unaccustomed to dairy or house work, still their services were secured immediately after arrival, by persons who were in great need of female labor; and it is to be hoped, that in the future a similar or increased supply may be forwarded to this part of the Province.

The German immigration is annually and steadily increasing; the arrivals of 1863 exceeded those of the preceding year by 160 souls; the largest portion of them proceeded to Renfrew and Pembroke, to join friends previously settled in those parts. Such a steady influx of this class of foreigners must be a convincing proof that they have received encouraging accounts from those who preceded them; for wanting this, it is hardly to be supposed that each year would have brought an additional immigration to this section of the Province. From all the information I can obtain, the Germans upon the Ottawa are in a fair way, and progressing as satisfactory as could be expected; notwithstanding all the reports to the contrary, I am convinced that they are in a progressive condition.

The Norway element last year was entirely excluded from the Ottawa. This is to be regretted; for, had that population continued to flow into this section of Canada, they would in time have formed an important part of its settlers. The trade of the Ottawa ought to be suitable to that class of settlers; it does appear unfortunate that the Norwegians did not give a fair opportunity to test the capabilities of the Ottawa, as a settlement point for the redundant population of their country.

A new feature in the immigration of the present year, presented itself in various instances, in the arrivals of British emigrants from the United States, who have resided in that republic until forced to leave from the effects of the present unfortunate war. Many of this class applied at this office for advice during the past year; they were mechanics and laborers; employment was easily obtained for them, and now they are likely to remain under British rule for the remainder of their days.

It is at all times most difficult to ascertain, with any degree of precision, the actual cash capital brought into the country by emigrants; but from the best means of calculation I could make, I think it is safe in stating, that during 1863 a very large amount of gold was introduced into Canada by emigrants; several families possessed considerable means, and invested a considerable amount in the acquisition of improved farms in the counties of Russell, Carleton, Ottawa, Pontiac and Renfrew. During the entire year the demand for all descriptions of labor was in request; consequently, there was little or no difficulty in obtaining suitable employment for all applicants. Here in the city the construction of the public buildings afforded a field for all mechanics and such of the laboring class who desired to secure such situations, while in the rural parts the farming community gladly availed themselves of all others that could be secured, to labor at a fair rate of remuneration. So great was the demand for imported labor, that orders were always

received from applicants in anticipation of the arrival of emigrants, thus shewing that the services of the emigrant are duly appreciated by the Ottawa people.

The foregoing should certainly act as an incentive to future intending emigrants in quest of employment; and as the country is every day increasing in its proportions, the past experience fully justifies the assumption that hereafter an increased demand will exist for all kinds of labor. The removal of the Seat of Government, contemplated during this year, will cause a demand for mechanical skill, as, in all probability, in addition to the public buildings now in course of construction, large numbers of houses will have to be erected within the city during the next few years. This, of itself, will cause increased demand for stone-cutters, masons, bricklayers, carpenters, &c., and as it may be reasonably anticipated, emigrants and capitalists will be induced to seek a residence in close proximity to the capital of the country, the certainty increases that employment will be easily procurable by the mechanics during the next season.

In the rural parts, the benefits attendant upon the seat of government will have the effect of inducing the agriculturalist to increase the productions of the soil, thus causing an augmented demand for labor, and consequently the need of a larger immigration to meet the same. For years past the population of the Ottawa have been most anxious to foster and aid immigration to its utmost in every possible manner; for the time to come this feeling will be still further manifested, as without it their avocations cannot be prosecuted to the extent that the increased population will require; therefore it may be truly affirmed that employment to double the extent may be safely calculated upon in the future as compared with the past.

During the past year, I do not think many of the newly arrived have settled upon lands on their own account (excepting in particular instances, when the parties had considerable means as before referred to), and which, it must be admitted, is a sensible conclusion, for it has been manifestly apparent that the emigrant at the outset has much to learn before being capable of understanding the management of land, and experience has proved that a limited servitude to acquire the necessary information, is the surest mode to ensure ultimate success. This feeling, it is well to observe, is now pretty prevalent among the emigrants, and it is well that at length such should be the case. In former years the acquisition of land was the great desideratum, without any consideration as to whether the qualifications necessary were real or imaginary. The reaction noticeable during this year is encouraging, and shews conclusively that the misfortune attending those who acted in a diametrically opposite course, is now being traced to its true causes.

It is a pleasing duty to be enabled to report satisfactorily respecting the operations of a subject in which the country is so deeply interested, and, conscious that the past season has been most propitious in the emigration movement as far as the Ottawa is concerned, I can, with equal confidence, assure you that the prospects for the future never were brighter. Trade of every description is in a flourishing condition, the lumber operations are now being prosecuted with vigor, and present appearances indicate a healthy and large business during this year. Therefore, it is with feelings of great pleasure that I can hold out inducements to the intending emigrant to the valley of the Ottawa during the year 1864.

All of which is most respectfully submitted by.

Your obedient servant,

W. J. WILLS;  
Agent.

A. C. Buchanan, Esq.,  
Govt. Chief Emigration Agent, Quebec.

## APPENDIX No. 3.

## REPORT OF MR. JAMES McPHERSON, AGENT.

GOVERNMENT EMIGRATION OFFICE,  
Kingston, 31st December, 1863.

A. C. BUCHANAN, Esquire,  
Chief Agent, Quebec.

Dear Sir,— I have now the honor of submitting my annual report, together with statements showing the number of immigrants landed at this port between 30th November, 1862, and 30th November, 1863; also from what countries they came and by what routes; and a statement showing the number of entries made by settlers from the States, in the Custom Houses at the various ports between Morrisburg and Port Hope inclusive. I also hand you statement of expenditure of this agency during the year, including salary and office rent, to 1st January; and memorandum of expenses incurred in transport, provisions and lodgings, &c., &c., on account of *indigent* immigrants, particulars of which I sent on 8th instant.

Of the immigrants that landed within the limits of my agency, and remained in Canada, there were :

|                                |       |
|--------------------------------|-------|
| Men.....                       | 895   |
| Women.....                     | 330   |
| Under 4 years of age.....      | 120   |
| Over 4 and under 12 years..... | 167   |
|                                | <hr/> |
|                                | 1512  |

|                                                                                                    |       |
|----------------------------------------------------------------------------------------------------|-------|
| To which add from States as per average from settlers' entries in Custom Houses, at this port..... | 1044  |
|                                                                                                    | <hr/> |
|                                                                                                    | 2556  |

|                                                                                                        |       |
|--------------------------------------------------------------------------------------------------------|-------|
| To which add average per entries at ports between Morrisburg and Port Hope, exclusive of Kingston..... | 1680  |
|                                                                                                        | <hr/> |
| Total.....                                                                                             | 4236  |

|                          |       |
|--------------------------|-------|
| Or say from England..... | 463   |
| “ “ Ireland.....         | 390   |
| “ “ Scotland.....        | 141   |
| “ “ Germany.....         | 45    |
| “ “ Russia.....          | 1     |
|                          | <hr/> |

|                                    |       |
|------------------------------------|-------|
| Total European Immigrants.....     | 1040  |
| Americans landed at this port..... | 472   |
|                                    | <hr/> |
|                                    | 1512  |

|                                                                                                                                                  |       |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| To which add from States as per average of settlers' entries in Custom Houses at ports between Morrisburg and Port Hope, including Kingston..... | 2724  |
|                                                                                                                                                  | <hr/> |
|                                                                                                                                                  | 4236  |

Total 4236, who came by the following routes, viz :—

|                             |       |
|-----------------------------|-------|
| By way of St. Lawrence..... | 906   |
| “ “ Portland.....           | 66    |
| “ “ New York.....           | 68    |
|                             | <hr/> |

|                                                                                  |       |
|----------------------------------------------------------------------------------|-------|
| Total from European countries.....                                               | 1040  |
| By way of Oswego, Cape Vincent, Ogdensburg and Rochester from United States..... | 3196  |
|                                                                                  | <hr/> |

|                                       |      |
|---------------------------------------|------|
| Total arrivals by various routes..... | 4236 |
|---------------------------------------|------|

The following statement will show the number of entries made by settlers from the United States in the Custom Houses between Morrisburg and Port Hope inclusive, also including this port.

|                             | No. of Entries. | Value of Effects. |
|-----------------------------|-----------------|-------------------|
| Custom House, Kingston..... | 316             | \$ 18011          |
| “ “ Prescott.....           | 195             | 11898             |
| “ “ Brockville.....         | 88              | 6300              |
| “ “ Port Hope.....          | 119             | 5181              |
| “ “ Morrisburg.....         | 45              | 3507              |
| “ “ Belleville.....         | 43              | 1369              |
| “ “ Trenton.....            | 9               | 995               |
| “ “ Cobourg.....            | 34              | 987               |
| “ “ Picton.....             | 8               | 865               |
| “ “ Napanee.....            | 12              | 674               |
| “ “ Brighton.....           | 7               | 259               |
| Total.....                  | 876             | \$50,041          |

Statement of cash brought in by European immigrants in 1863, as reported to me:—

|                                |         |
|--------------------------------|---------|
| Quarter ending 30th April..... | \$ 6008 |
| “ “ 30th June.....             | 10092   |
| “ “ 30th September.....        | 19215   |
| “ “ 30th November.....         | 2895    |

Total..... \$38210

Of the European immigrants that landed here, 507 souls, equal to 427 adults, were destitute, and received assistance from me, in transport or provisions, and lodgings, at an average cost of 73 cents (seventy-three cents) per each adult.

The total expenditure at this agency for the year amounts to \$1348 26, as per following statement:—

|                                                                                                                                                                                      |           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Transport, provisions and lodgings, agency expenses, including salaries, office rent, fees, stationery, printing, advertising, (medicine \$1.50), and other incidental expenses..... | \$1019 19 |
| Travelling expenses to Peterborough, Cobourg and Port Hope...                                                                                                                        | 18 60     |

Total expenditure..... \$1348 26

The above statement shows a total expenditure of about \$300 over last year's expenses; but you must bear in mind that there were two-thirds more indigent immigrants to be provided with provisions, lodgings and transport, &c., &c., than there was last year; and also that the arrival of so many indigent immigrants required more attention than I could personally give them, and at the same time attend to the duties in the office, and meet the boats and cars on their arrival. I was therefore obliged to apply for a small allowance for an assistant, which the Minister of Agriculture kindly granted. This, with the extra amount paid for transport, provisions, &c., &c., accounts for the expenditure being more this year than it was last.

I have this year, as last, omitted the number of immigrants who passed here by steamer and cars for the west,—supposing that they would be included in Toronto and Hamilton statements, as they would be transhipped at those ports.

For particulars of those that landed here, I beg to refer you to my quarterly returns, which give the name of each immigrant, their destination, amount of capital brought by each, &c., &c.

By the foregoing statements you will see that 1040 immigrants from European countries landed at this port, all of whom remained in Canada, and settled in this section of the country.

And by taking the average of each settler's entry, made in the Custom House, to be a family consisting of three persons, and adding a few Americans that landed at this port, it would appear that 3196 American citizens came over and settled within the limits of my



agency; but I think there is no doubt but a much greater number came over, that is, if you include all the young men or skedaddlers, with nothing but carpet bag in hand, who landed all along the frontier, between Port Hope and Morrisburg; but as I have no means of ascertaining for a certainty the number of this class that arrived, I do not make an attempt to make any estimate. But from letters which I have received in reply to enquiries made by me, there are a great many of the class alluded to, scattered throughout Central Canada; from all I can learn they are a worthless set, and are not much to be desired in any country; nor can I find that many of those who made entries through the Custom House, have brought much cash capital with them, or have bought farms or commenced business or manufactures of any kind; although I find that a few here and there have rented farms. Notwithstanding the general opinion of those gentlemen (who have replied to my inquiries), that none but skedaddlers have come over, the entries made by settlers in the Custom Houses show differently, as it would appear that the value of settlers' effects entered in the Custom House alone amounts to the large sum of \$50,041, as per above statement, and each settler having valuable effects, must also have brought in more or less cash capital with him.

The cash capital brought in by European immigrants, as reported to me during the year, amounts to \$38,210.10, some of which was invested in farms, some in manufactures, and some in general business.

For instance, I am aware of one Englishman and his family who have commenced the manufacturing, in this city, of ivory rules, and carpenters' and architects' rules of every description, and are doing well; another bought a farm in the township of Kingston, for which he paid \$1600; another opened a general store in the town of Napance, and is doing a good business. Four young Englishmen from the "Mersey" commenced boat and yacht building in this city; another Englishman bought a farm in the township of Portland, for which he paid \$800; a Scotchman bought a farm in the township of Hinchinbrook, and was lately in my office and said he was doing well, and was well satisfied with the country; an Englishman with his two sons bought a lot in the village of Verona, township of Portland, and are working at their trade as coopers. A Scotchman bought a farm in Pittsburgh for \$2000; an Englishman bought 100 acres wild land in the township of Hinchinbrook, for which he paid in full; he also was lately in my office, and appeared well satisfied with his prospects. Another Englishman bought a farm in Camden, for \$2000; a Russian has commenced the manufacturing of corn starch in Centreville, township of Camden, is well satisfied with the country and its prospects; when he was in this city at the Provincial Exhibition, he informed me that he expected a number of his countrymen to join him next summer; he brought \$1000 in cash with him, and his father remits him money from St. Petersburg, as he requires it to carry on his business. An Englishman rented a farm in Camden, and is doing well; and another Scotchman rented a farm near Napance; others joined friends, and have either rented or bought farms, or are engaged with farmers for a year, to get a knowledge of farming as it is carried on in this country.

Mr. Telgmann, who made arrangements with the Honorable the Commissioner of Crown Lands last year, to purchase 60,000 acres of wild land in Clarendon and adjoining townships, with a view of forming a German settlement, returned from Prussia this fall with some of his friends, and proceeded to the township of Clarendon with them; from where he writes to me that 21 German adults and eight children have settled this year in that township, and that these people represent a capital of \$16,600; and he also informs me that from the contents of a letter received by him from Germany since his arrival, he understands that four heads of families, with a capital of \$5500, are to leave Germany this winter with the intention of coming to Canada, and settling in Clarendon; and further that he is quite confident that before the end of next summer not less than 100 families will come over from Germany and settle in Clarendon and adjoining township, which expectations I trust will be verified. Mr. Telgmann, however, expressed great disappointment that nothing had been done the past season to improve the Frontenac Road, as it is in a most shameful condition, and he had understood that the Government has intended expending a considerable sum on it during the past summer, which he says they have not done. I trust, however, now that the nucleus of a German settlement has been formed in these back townships, that the improving of this road in the spring will not be overlooked by

the proper department, so that it will be in a good condition before the German immigrants expected next summer arrive.

I was in hopes last fall that the County Council would do something towards improving this road during the last spring, and I did what I could to get them to grant a sum of money for this purpose, but was unable to prevail upon them to make the grant; but I believe if the Government would put the road in good travelling condition, the County Council would agree to keep it so; but as the road was not properly made in the first place, the Council decline to have anything to do with it, until such time as it is made passable for loaded wagons from one end of it to the other.

I may here mention that several Scotch and English emigrants who intended settling in the Townships of Olden and Miller, were obliged to turn back, after starting for those townships, on account of the bad state of the above mentioned road, and they made a great many complaints about being induced to come to this country under the impressions that these free grant roads were fit to travel over, with wagons containing their baggage, provisions, &c., &c., but found that this road was scarcely passable in some places for a man on horseback; they said they would make one more trial at the Bobcaygeon Road, and that if it was not in good order, they would proceed to the Western States, so that you will see the necessity of urging the Government to do something towards making the Frontenac Road passable; for it is not only the loss to the county of these one or two families, but the injurious effects their reports will have upon other persons desirous of settling in this country, and may be means of preventing many from coming to Canada that otherwise would do so.

One hundred and ten female servants arrived in this city during the past season, and were provided with employment in the city and surrounding country, and more than twice the number could have been provided with places, had they arrived during the spring and summer months, and been accustomed to farm work, and were willing to go to the country.

Of the servant girls that arrived here, 69 were from Irish work-houses; and in reference to these, I beg to remark, that the majority of them knew little of either city or country work, beyond scrubbing and scouring, and it is to be regretted that the managers of the work-houses in Ireland do not adopt some plan to teach these girls to be more thorough servants, either for city or farm work, as not one out of 10 of them can milk a cow or iron a shirt. I would therefore recommend, that circulars should be sent to the various work-houses, requesting them, if possible, to teach the girls how to milk, if nothing else; if they could do this and recommend the girls to go to the country in place of remaining in the cities, I would undertake to provide places yearly for from 200 to 500 of them. Ten of the girls that arrived this year came from a Glasgow school, and were at once provided with good situations in the families of the best farmers in the Townships of Marysburgh and Adolphustown; but I regret to say that from the unjustifiable action of the matron sent out in charge of them, the most of the girls left their places after the first month and went to the cities. It appears that the matron, after placing the girls in their places, proceeded to Toronto on pleasure, and while there ascertained that she could get places for several of the girls in that city; she then returned to Adolphustown and took one or two of the girls from their places, and sent them to Toronto (and the rest, as a matter of course, soon followed), which I consider was very unjust and unfair to the parties who first hired them, as also to those gentlemen (Mr. Watson and Mr. Hill) who spent a great deal of their time in procuring good places for them; and as for the welfare of the girls, I feel confident that in time the country would prove the better place for them, as in the cities they will be exposed to all sorts of temptations, which in the country they would not; and I regret to have to say that not only the girls that came out this year left their places, but also those who came from the same school last year, and who were perfectly happy and contented with their place (until this matron made her appearance), also left their places and proceeded to Toronto and other cities. I mention these facts in order that the parties who take an interest in these girls may caution matrons that may be sent out hereafter, of the impropriety of interference with the girls, after once placing them in situations, and also that if matrons are allowed to interfere in this way with the girls, after making arrangements for them for a year, the farmers in this part of the country will decline hereafter to hire or have anything to do with such girls upon any consideration.

The remaining 20 girls came out on their own account, and, being good servants, were readily provided with places.

On examining my registry of arrivals, I find that 30 families from Manchester and surrounding villages and country, landed here; and that 21 families from Coventry, and 6 from Glasgow, also landed here, and were provided with work, in a very short time after their arrival, at from \$6 to \$11 a month, and board, or from \$12 to \$20 a month without board, according to their ability and the work at which they were engaged; but several of them, from want of experience at out-door work and hard labor, soon lost their first situations, but were soon provided with others, for which they were more adapted, and I know of none now out of employment. A few of them, however, were persuaded by Americans to go to the States, where they were promised employment in factories at high wages, but the great majority of them are still working about the country.

I find the great trouble with these people is their want of experience in the work of this country, and that they are dissatisfied for the first month or so at having to work for so much less wages; those men that are accustomed to the work are hardened to it, but after they are a short time here, if they are industrious and inclined to work, they get on much better.

I find it very difficult, however, to persuade farmers to employ them, as they very seldom remain more than one month with the first person that employs them; they then leave him to seek higher wages, after giving him a great deal of trouble in providing a house for them, and spending his own time in teaching them how to do the work, of which, you are aware, they are entirely ignorant when they first arrive.

Although I have had a great many applications for men (between five and 600) this season, they were principally for young men who understood ploughing; the crops in this vicinity being very light on account of the drought (not being more than one half the average), farmers did not like to take the responsibility of having men with families, fearing they would have to provide for them during the winter, which would put them to very great inconvenience, many of them not having raised more than sufficient to maintain themselves. West of Cobourg and Port Hope, however, I understand the crops have been excellent this year, and the farmers there have plenty and to spare.

The demand for laborers has not been equal this year to last year, which may be accounted for, not only on account of the shortness of the crop in this section of the country, but also on account of the number of young men who came from the States to avoid the draft last year and the past season, and who are scattered throughout the country, wishing to hire at the lowest wages, in order to obtain a livelihood until they can return to the States. Many of these, being accustomed to agricultural pursuits, are hired by the farmers in preference to immigrants from the old country; but, notwithstanding the decrease in the demand from farmers for laborers, I obtained work for all the immigrants that called upon me, either with farmers or in saw mills, foundries, road making or other employment about the city, and at present I am not aware of any of them being out of employment.

With reference to the health and general condition of the immigrants that arrived this year, I have to remark that more than one half of them were not much better than paupers, being entirely destitute of money, and had to be provided with bread and lodgings, also transport, where it was necessary to send them into the country with their families, to get employment; yet, notwithstanding the number of indigent immigrants that arrived, there was a good number of well-to-do immigrants who have settled in this section of the country, and bought or rented farms, as you will see by the preceding part of this report. And with reference to the health of this year's immigrants, I am happy to say it has been remarkably good, considering the number of them that were destitute, there being only a few trifling cases of sickness, such as measles, &c., &c., which necessitated my sending them to the hospital, and these the governors of the hospital kindly took care of, without making any charge, for which, through this report, I beg to return them my thanks. The only expense therefore incurred for sick immigrants was a few dollars for medicine or strengthening nourishment for children, particulars of which you will see in my quarterly returns.

I cannot close this report without making mention of the kind assistance afforded me, in giving me information and obtaining employment for immigrants, by the members of the

County Council, and more particularly by J. N. Lapom, Esq., Reeve of Camden; Schuyler Shebly, Esq., Reeve of Portland; J. J. Watson, Esq., Reeve of Adolphustown; John Stevenson, Esq., Reeve of Napanee; also to Joseph Lacos, Esq., farmer in Camden, and particularly to H. B. Rathbun, Esq., saw-mill owner, Mill Points, who provided houses and employment for a great many families, and was always ready and willing to do everything in his power to assist me in providing work for any immigrants that might arrive; and this winter he is giving employment to a number of them in his shanties in getting out saw-logs.

I wrote to all the Free Grant agents in this section of the country (that is Hastings Road, Addington Road and Frontenac Road), to furnish me with a statement of the number of immigrants they located during the past year, but as yet have not received the particulars from them; but as they will no doubt make their own special reports to the Department, it is not necessary for them to appear in my report.

Trusting that the business of this agency has been conducted to your satisfaction, and that this report will also prove satisfactory to yourself and the Minister of Agriculture,

I have the honor to be, sir,

Your obedient servant,

JAMES McPHERSON,

Agent.

#### APPENDIX No. 4.

#### REPORT OF R. H. RAE, HAMILTON.

EMIGRATION OFFICE,

HAMILTON, 12th January, 1864.

SIR,—My annual report for the past year I have now the honor to present. It embraces what information has come under my notice, and statements of the transactions to correspond with the same period. The protracted war in the neighboring States (which all possessed of philanthropic feelings must deeply lament), the great demand for labor at nominally high rates of wages, and the large bounty offered by the American government, has had a very deleterious influence in attracting, not only numbers of our own people from the Province, but also many new arrivals, who would otherwise have made this country their home, allured by the golden prospects held out to them. Since the first of July, about 4116 persons have passed this agency from various parts of this Province, the larger portion going to Kansas, Ohio, and latterly some to Buffalo, who, although ostensibly engaged for the construction of railways and public works, I feel confident many, if not the great majority, will ultimately, whether willingly or not, be enrolled as recruits in the Federal army on arriving in the interior of the country.

The indigent who have been the recipients of Government aid are composed of 12 Germans, 45 English, 80 Irish, 112 Scotch and 2 Norwegians, in all numbering 251 souls, equivalent to 187 adults. The expenses of transport and provisions, &c., amount to \$217.63, making the average cost a little over \$1.16 for each adult. Every economy has been studiously observed in this particular branch of the department, and vigilant care taken in distributing assistance only to those who had no means of defraying their own expenses. During the season, numerous attempts at imposition have occurred, and after undergoing a close scrutiny, I have invariably found the parties, when the trains were about leaving, prepared to purchase their own tickets.

The immigration for the year just closed has been unusually healthy, and as is generally the case, of a varied character; the only instance I have to record of serious sickness (resulting fatally) was an English child who had been sent to the hospital for medical treatment.

The Glasgow operatives, at least those who arrived here, although in general an intelligent class, appeared, I am sorry to say, very much disappointed and dissatisfied, evidently the result of erroneous impressions imbibed before leaving home. I would strongly recommend the charitable associations by whom they were sent out, to be par-

ticularly guarded in the information they afford to those they may in future send out, as they all, no doubt, have to contend with innumerable troubles, and in many instances, some privations, on arriving in a new country destitute as they were; some of them are now engaged by Messrs. Wrights & Co., of Dundas, who carry on extensive cotton mills (for this part of the country); they are giving great satisfaction, so much so, that the principal, with whom I conversed a few days ago, said he intended to import 30 or 40 more in the spring, intimately acquainted with the particular branches of their trade, and the firm is now getting out machinery from home to extend their business. Messrs. Crossland & Co., who have been engaged for some time (in the same place) manufacturing batting, are now erecting a woollen manufactory, which will likely supply places for more; they appear to prefer those from Yorkshire. If the same enterprise extends equally over the Province, I trust that in the course of a few years, a large portion of the operative class will be enabled to find work at their own legitimate line of trade. The Lancashire operatives were a very different class, being all more or less accustomed to gardening and husbandry, which materially assisted me in finding them employment.

In regard to labour, I have only to reiterate what many have previously expressed their views upon: the great demand which still exists for farm servants who have been accustomed to agricultural pursuits. The very few of that description which reached here this season, at once found permanent employment in the country, at from \$100 to \$120 a year, and in some cases even more, including board and washing. The same may be applied to female servants who have been initiated in domestic household work. I am sorry to observe that so many of that class have gone to Australia, and that they have great difficulty in getting service, and even then in many cases under the most demoralizing circumstances. I think that some strenuous efforts should be made at home to endeavour to direct some of those who may be embarking for that colony to this country, where their services are much required, and if even slightly conversant with domestic work, they would readily obtain good wages in respectable families.

I was much disappointed in the Edenderry Union girls sent here; they were totally ignorant of domestic service, and it was only owing to the great scarcity at the time that enabled them to get places.

The prospects for new arrivals in the spring are encouraging, and I only hope my anticipations will be realized. During the early part of last summer, when work of every description was very difficult to be found, I succeeded in getting employment for over 90 persons in this city and immediate vicinity.

In the month of July, 2195 Mormons passed here by special trains from Suspension Bridge, composed of English, all on their way to the settlement in Utah. Superintendents accompanied each special to provide them with provisions, &c., on the way. I observed that none were allowed to leave the cars the short time they remained here. A more robust and healthy body of emigrants I have seldom witnessed, and my only regret was to see them migrating to such a quarter, instead of taking up their abode in Canada, where no doubt they would have made comfortable homes for themselves.

In conformity with your letter of the 30th November, 1863, I have endeavoured to collect the most reliable information of American citizens who are located in this city and the country, as far as the limited means at my disposal would admit; the result is that 471 persons are now employed in various ways. I have not been able to ascertain what means any of the number may have brought into the country, but I fancy not much; the great portion are refugees evading the draft, and many will, as soon as the troubles in their own country terminate, return. I wrote the Reeves of the county and other parties for information on the subject, but as I expected, only two replied. In Salt Fleet one American family had purchased and settled on a farm, and about twenty young men were employed as laborers in the township; in Flamboro East, about eight left that neighborhood for the United States and returned a few days ago, disgusted with their short experience there. In the more western sections the number of native Americans largely increases, and especially so on the boundary lines; such places as Windsor and Amherstburg are crowded with that class, and no doubt exists in my mind that there is a large accession (whether of a permanent character or not, is questionable), in comparison with those leaving Canada.

By referring to the enclosed comparative statement of the last five years, it is grati-

fyng to see that 1863 not only compares favorably in numbers with the corresponding years, but that the expenditure has been very materially reduced.

All of which is respectfully submitted.

I have the honor to remain, sir,

Your obedient servant,

A. C. BUCHANAN, Esq.,  
Chief Emigt. Agent, Quebec, C.E.

R. H. RAE,  
Govt. Em. Agent.

### STATEMENT No. 1.

SHOWING the Arrival and Destination of Emigrants at Hamilton, for the year ending 31st December, 1863.

| COUNTRY.            | ROUTE.      |                    | TOTAL. | DESTINATION. |         |
|---------------------|-------------|--------------------|--------|--------------|---------|
|                     | St. Law're. | New York.          |        | U. States.   | Canada. |
|                     | G'd Trunk.  | Suspension Bridge. |        |              |         |
| Germany .....       | 143         | 7135               | 7278   | 6588         | 690     |
| England .....       | 699         | 3609               | 4308   | 2863         | 1445    |
| Ireland .....       | 353         | 4540               | 4893   | 2925         | 1968    |
| Scotland .....      | 596         | 624                | 1220   | 567          | 653     |
| Wales .....         |             | 416                | 416    | 410          | 6       |
| Norway .....        | 47          | 6                  | 53     | 51           | 2       |
| Sweden .....        | 14          | 285                | 299    | 298          | 1       |
| Denmark .....       | 7           | 336                | 343    | 336          | 7       |
| France .....        |             | 25                 | 25     | 25           |         |
| Poland .....        |             | 3                  | 3      |              | 3       |
| Italy .....         |             | 30                 | 30     | 30           |         |
| United States ..... |             | *1924              | 1924   |              | 1924    |
| Total .....         | 1859        | 18933              | 20792  | 14093        | 6699    |

\* The majority came *via* Detroit.

### STATEMENT No. 2.

SHOWING the number and class of Indigent Emigrants (for settlement in Canada) who have received Government aid in Railway Transport, Provisions, &c., at Hamilton, for the year ending 31st December, 1863.

| Country.       | Men. | Women. | Children. | Total. |
|----------------|------|--------|-----------|--------|
| Germany .....  | 10   | 1      | 1         | 12     |
| England .....  | 20   | 10     | 15        | 45     |
| Ireland .....  | 30   | 35     | 15        | 80     |
| Scotland ..... | 28   | 22     | 62        | 112    |
| Norway .....   | 1    | 1      |           | 2      |
| Total .....    | 89   | 69     | 93        | 251    |

Memorandum of those only provided with bread and provisions, included in above Statement No. 2.

|                |    |    |   |    |                        |
|----------------|----|----|---|----|------------------------|
| Germany .....  | 3  |    |   | 3  | Equal to 49<br>adults. |
| England .....  | 12 | 2  | 5 | 19 |                        |
| Ireland .....  | 6  | 14 |   | 20 |                        |
| Scotland ..... | 6  | 2  | 3 | 11 |                        |
| Norway .....   | 1  | 1  |   | 2  |                        |
| Total .....    | 28 | 19 | 8 | 55 |                        |

STATEMENT No. 3.—Showing the number and class of Destitute Emigrants arrived at Hamilton (for settlement in Canada), who have received Railway Transport aid from Government, for the year ending 31st December, 1863.

| Country.           | By what Ship.           | Where landed. | No. and Route. |           | Destinations.     | No. of | Men. | Women. | Children. | Total. |
|--------------------|-------------------------|---------------|----------------|-----------|-------------------|--------|------|--------|-----------|--------|
|                    |                         |               | Quebec.        | New York. |                   |        |      |        |           |        |
| Germany...         | Steamer Nova Scotian    | Quebec        | 1              |           | Thorold           | 1      | 1    |        |           | 1      |
|                    | Goodenberg              | New York      |                | 1         | Guelph            | 1      | 1    |        |           | 1      |
|                    | Steamer Oniowa          | Quebec        | 5              |           | Preston           | 4      | 3    | 1      | 1         | 5      |
|                    | do Od-hot               | do            | 1              |           | Belle River       | 1      | 1    |        |           | 1      |
|                    | do Battram              | New York      |                | 1         | Chatham           | 1      | 1    |        |           | 1      |
|                    | do St. Patrick          | Quebec        | 3              |           | do                | 3      | 3    |        |           | 3      |
|                    | do Dauntless            | do            | 2              |           | Belle River       | 2      | 1    | 1      |           | 2      |
| England...         | do Nova Scotian         | do            | 2              |           | St. Catharines    | 2      | 2    |        |           | 2      |
|                    | do do                   | do            | 2              |           | Toronto           | 2      | 2    |        |           | 2      |
|                    | Ship American           | New York      |                | 6         | Goderich          | 2      | 3    | 1      | 5         | 6      |
|                    | Steamship Great Eastern | do            |                | 1         | Princetown        | 1      | 1    |        |           | 1      |
|                    | Ship London             | do            |                | 1         | London            | 1      | 1    |        |           | 1      |
|                    | Steamer Bohemian        | Quebec        | 3              |           | do                | 2      | 1    | 1      | 1         | 3      |
|                    | do do                   | do            | 1              |           | do                | 1      | 1    |        |           | 1      |
|                    | Steamer Baltimore       | New York      |                | 5         | Dunnville         | 3      | 3    |        | 1         | 4      |
|                    | Gen. McClellan          | do            |                | 4         | Guelph            | 4      | 2    | 2      |           | 5      |
|                    | do do                   | do            |                | 5         | Sarcia            | 2      | 1    | 1      | 3         | 5      |
|                    | Ship Anglesea           | Quebec        | 1              |           | Preston           | 1      | 1    |        |           | 1      |
|                    | Ship Star of the West   | New York      |                | 2         | Galt              | 2      | 2    |        |           | 2      |
|                    | Ship Jessie             | Quebec        | 1              |           | Port Dover        | 1      | 1    |        |           | 1      |
|                    | Steamer St. Patrick     | do            | 2              |           | Galt              | 2      | 2    |        |           | 2      |
|                    | Ship Queen              | do            | 1              |           | Paris             | 1      | 1    |        |           | 1      |
| Ship Vanguard      | New York                |               | 3              | Bronte    | 2                 | 1      | 1    | 1      | 3         |        |
| Ship Emerald       | do                      |               | 1              | Watertown | 1                 | 1      |      |        | 1         |        |
| do do              | do                      |               | 1              | Toronto   | 1                 | 1      |      |        | 1         |        |
| City of Washington | do                      |               | 2              | Stratford | 2                 | 1      | 1    |        | 2         |        |
| Steamer Kangaroo   | do                      |               | 1              | Capetown  | 1                 | 1      |      |        | 1         |        |
| do Columbia        | do                      |               | 1              | London    | 1                 | 1      |      |        | 1         |        |
| Ireland...         | do Jura                 | Quebec        | 1              |           | Flamboro, West    | 1      | 1    |        |           | 1      |
|                    | do do                   | do            | 1              |           | Wellington Square | 1      | 1    |        |           | 1      |
|                    | Ship Queen              | do            | 4              |           | Brantford         | 2      | 1    | 1      | 2         | 4      |
|                    | do Webster              | New York      |                | 2         | Flamboro, West    | 2      | 1    | 1      |           | 2      |
|                    | do Carrich              | Quebec        | 1              |           | Chatham           | 1      | 1    |        |           | 1      |
|                    | do do                   | do            | 1              |           | St. Catharines    | 1      | 1    |        |           | 1      |
|                    | do Nubia                | do            | 6              |           | Guelph            | 2      | 1    | 1      | 4         | 6      |
|                    | Steamer Britannia       | do            | 1              |           | London            | 1      | 1    |        |           | 1      |
|                    | do do                   | do            | 1              |           | Paris             | 1      | 1    |        |           | 1      |
|                    | Steamer Norwegian       | do            | 1              |           | Chatham           | 1      | 1    |        |           | 1      |
| Scotland...        | Ship Gilchrist          | New York      |                | 1         | Guelph            | 1      | 1    |        |           | 1      |
|                    | do Webster              | do            |                | 1         | Dundas            | 1      | 1    |        |           | 1      |
|                    | Steamer Bohemian        | Quebec        | 1              |           | London            | 1      | 1    |        |           | 1      |
|                    | do do                   | do            | 2              |           | do                | 2      | 2    |        |           | 2      |
|                    | do United Kingdom       | do            | 2              |           | do                | 1      | 1    | 1      |           | 2      |
|                    | do Olympus              | New York      |                | 6         | Guelph            | 3      | 1    | 1      | 4         | 6      |
|                    | do St. George           | Quebec        | 2              |           | Paris             | 2      | 2    |        |           | 2      |
|                    | do Baltimore            | New York      |                | 1         | Clinton           | 1      | 1    |        |           | 1      |
|                    | do Hibernian            | Quebec        | 3              |           | Thomasville       | 2      | 1    | 1      |           | 3      |
|                    | do Nova Scotian         | do            | 1              |           | Goderich          | 1      | 1    |        |           | 1      |
|                    | do United Kingdom       | do            | 5              |           | do                | 3      | 1    | 3      |           | 5      |
|                    | do do                   | do            | 6              |           | Lyndon            | 3      | 1    | 1      | 4         | 6      |
|                    | do do                   | do            | 6              |           | Plattsville       | 4      | 2    | 2      |           | 6      |
|                    | do do                   | do            | 20             |           | Drumbo            | 12     | 4    | 4      | 12        | 20     |
|                    | do do                   | do            | 19             |           | Paris             | 10     | 3    | 3      | 13        | 19     |
| do do              | do                      | 30            |                | Caledonia | 19                | 6      | 6    | 18     | 30        |        |
| do do              | do                      | 8             |                | Dundas    | 5                 | 1      | 1    | 6      | 8         |        |
| do do              | do                      | 1             |                | Drumbo    | 1                 | 1      |      |        | 1         |        |
| do Glympus         | do                      | 1             |                | Senforth  | 1                 | 1      |      |        | 1         |        |
| do St. Andrew      | do                      | 1             |                | London    | 1                 | 1      |      |        | 1         |        |
|                    |                         |               | 150            | 46        |                   |        |      |        |           |        |
|                    |                         |               |                |           |                   | 138    | 63   | 48     | 85        | 196    |

RECAPITULATION.

|          |            |
|----------|------------|
| Germany  | 9          |
| England  | 26         |
| Ireland  | 60         |
| Scotland | 101        |
|          | <u>196</u> |

SUPPLEMENT TO STATEMENT No. 3.

SHOWING the expense incurred for Railway Transport to destitute Emigrants arrived at Hamilton, for the year ending 31st December, 1863.

| From.         | To.                    | Route.             | No. of Persons. | No. of Fares. | Rate.       | Amount.  |
|---------------|------------------------|--------------------|-----------------|---------------|-------------|----------|
|               | Sarnia.....            | Great Western..... | 5               | 2             | \$ 3 00     | \$ 6 00  |
|               | Preston.....           | do .....           | 1               | 1             | .....       | 0 87½    |
|               | do .....               | do .....           | 6               | 5½            | 0 88        | 4 84     |
|               | Guelfh .....           | do .....           | 11              | 8             | { 4@1 12½ } | 9 02     |
|               | Thomasville .....      | do .....           | 3               | 2             | { 4@1 13 }  | 5 75     |
|               | Galt.....              | do .....           | 10              | 6             | 2 87½       | 4 50     |
|               | Chatham.....           | do .....           | 5               | 5             | 0 75        | 16 25    |
|               | Thorold.....           | do .....           | 1               | 1             | 3 25        | 0 87½    |
|               | Paris.....             | do .....           | 106             | 67½           | 0 87½       | 50 62½   |
|               | Belle River .....      | do .....           | 3               | 3             | { 1@3 00 }  | 10 00    |
| Hamilton..... | Bronte.....            | do .....           | 3               | 2½            | { 2@3 50 }  | 0 62½    |
|               | St. Catharines.....    | do .....           | 3               | 3             | { 2@0 87½ } | 2 63     |
|               | Toronto.....           | do .....           | 3               | 3             | { 1@0 88 }  | 1 50     |
|               | Waterdown.....         | do .....           | 1               | 1             | 0 50        | 0 13     |
|               | Wellington Square..... | do .....           | 1               | 1             | 0 13        | 0 13     |
|               | Dundas.....            | do .....           | 9               | 6             | 0 13        | 0 78     |
|               | Flamboro West.....     | do .....           | 3               | 3             | 0 25        | 0 75     |
|               | Copetown.....          | do .....           | 1               | 1             | .....       | 0 38     |
|               | Lyndon.....            | do .....           | 6               | 3             | .....       | 1 50     |
|               | Princetown.....        | do .....           | 1               | 1             | .....       | 1 00     |
|               | London.....            | do .....           | 13              | 11½           | 1 88        | 21 62    |
|               | Port Dover.....        | do .....           | 1               | 1             | .....       | 2 25     |
|               |                        |                    |                 |               |             | \$142 03 |
|               |                        | B. & L. H. R.      | No. of          |               |             |          |
|               |                        | R. Co.             | Fares.          |               |             |          |
|               | Goderich.....          | do .....           | 6½              |               | 1 64        | 10 01    |
|               | Stratford.....         | do .....           | 2               |               | 0 64        | 1 28     |
|               | Brantford.....         | do .....           | 2               |               | 0 18        | 0 36     |
|               | Plattsville.....       | do .....           | 7½              |               | 0 30        | 1 35     |
| Paris.....    | Drumbo.....            | do .....           | 13½             |               | 0 18        | 2 43     |
|               | Caledonia.....         | do .....           | 19              |               | 0 50        | 9 50     |
|               | Dunnville.....         | do .....           | 3               |               | 0 92        | 2 76     |
|               | Seaforth.....          | do .....           | 1               |               | .....       | 1 12     |
|               | Clinton.....           | do .....           | 2               |               | 1 30        | 2 60     |
|               |                        |                    | 53½             |               |             |          |
|               |                        |                    | 196             | 138           |             | \$173 44 |



STATEMENT No. 4.

EXHIBITING the Expenditure at the Hamilton Agency for the year ending 31st December, 1863.

| Quarter.            | For what purpose.          | Amount. | Total.   |
|---------------------|----------------------------|---------|----------|
|                     |                            | \$ cts. | \$ cts.  |
| March 31st.....     | None .....                 |         |          |
| June 30th.....      | Salaries.....              | 155 16  | 230 63   |
|                     | Transport.....             | 59 01   |          |
|                     | Provisions, Bread, &c..... | 9 59    |          |
|                     | Agency expenses.....       | 6 87    |          |
| September 30th..... | Salaries.....              | 195 00  | 337 26   |
|                     | Transport.....             | 98 68   |          |
|                     | Provisions, Bread, &c..... | 30 35   |          |
|                     | Agency expenses.. ..       | 13 23   |          |
| December 31st.....  | Salaries.....              | 195 00  | 234 98   |
|                     | Transport.....             | 15 75   |          |
|                     | Provisions, Bread, &c..... | 4 25    |          |
|                     | Agency expenses.....       | 19 98   |          |
|                     |                            |         | \$802 87 |

ABSTRACT.

COMPARATIVE STATEMENT of arrival and destination of Emigrants at Hamilton Agency, the number of destitute assisted, and expenditure incurred for the last five years, ending 31st December, 1863.

| Year.   | Route.        |                    | Total. | Destination.   |         | Number of destitute assisted by Government. | Amount.   |            |             |                  |              |
|---------|---------------|--------------------|--------|----------------|---------|---------------------------------------------|-----------|------------|-------------|------------------|--------------|
|         | St. Lawrence. | Suspension Bridge. |        | United States. | Canada. |                                             | Salaries. | Transport. | Provisions. | Agency Expenses. | Office Rent. |
|         |               |                    |        |                |         |                                             | \$ cts.   | \$ cts.    | \$ cts.     | \$ cts.          | \$ cts.      |
| 1859... | 965           | 13271              | 14236  | 11095          | 3141    | 1207                                        | 1800 00   | 990 72     | 286 15      | 103 81           | 200 00       |
| 1860... | 419           | 7203               | 7622   | 5547           | 2175    | 871                                         | 1800 00   | 544 48     | 414 01      | 301 77           | 200 00       |
| 1861... | 2862          | 11132              | 13994  | 10656          | 3338    | 410                                         | 1415 40   | 415 88     | 111 38      | 171 44           | 200 00       |
| 1862... | 4774          | 13575              | 18349  | 12737          | 5612    | 207                                         | 1400 00   | 249 21     | 16 46       | 73 96            | 200 00       |
| 1863... | 1859          | 18933              | 20792  | 14093          | 6699    | 251                                         | 545 16    | 173 44     | 44 19       | 40 08            | 200 00       |

R. H. RAE,  
Emigrant Agent.

HAMILTON, 12th January, 1864.

## APPENDIX No. 5.

## REPORT OF MR. A. B. HAWKE.

GOVERNMENT EMIGRATION OFFICE,  
Toronto, 20th January, 1864.

A. C. BUCHANAN, Esq.,  
Chief Emigration Agent, Quebec.

Return of the number of emigrants who arrived at Toronto and their destination, from the 1st of January, 1863, to the 1st of January, 1864, with the expenses on account of emigration for the same period.

| Country.      | No. Arrived. | Destination.   |                  |
|---------------|--------------|----------------|------------------|
|               |              | United States. | Canada.          |
| England ..... | 2811         | 78             | 2793             |
| Ireland ..... | 2333         | 590            | 1743             |
| Scotland..... | 2362         | 188            | 2114             |
| Germany.....  | 1869         | 1398           | 471              |
| Norway.....   | 191          | 166            | 25               |
|               | <u>9566</u>  | <u>2420</u>    | <u>7146—9566</u> |

The above number came by railway from Quebec and Portland, and were destined as follows, viz. :—

|                                                                                                              |               |
|--------------------------------------------------------------------------------------------------------------|---------------|
| Remained in Canada.....                                                                                      | 7146          |
| Proceeded to the United States.....                                                                          | 2420          |
| In addition to the above there arrived, <i>via</i> Oswego, Rochester, Lewiston and other American ports..... | 768           |
| Total .....                                                                                                  | <u>10,334</u> |

Of those who remained in the Province, there were assisted in transport and provisions 2460 persons, at an average cost of 98½ cents each. They were forwarded by rail to the nearest point of their destination, or where they were sure of getting employment.

The expenditure incurred on account of emigration during the year, has been as follows, viz. :—

|                                      |                  |
|--------------------------------------|------------------|
| Transport of indigent emigrants..... | \$2207 69        |
| Provisions .....                     | 214 80           |
|                                      | <u>\$2422 49</u> |

## AGENCY EXPENSES.

|                                                                                                  |                   |
|--------------------------------------------------------------------------------------------------|-------------------|
| A. B. Hawke, Chief Agent, Salary .....                                                           | \$1600 00         |
| Wm. J. McKay, Assistant Agent .....                                                              | 800 00            |
| Samuel Scales, Messenger .....                                                                   | 192 00            |
| Office expenses, including rent of office and emigrant shed, fuel, stationery, printing, &c..... | 774 09            |
|                                                                                                  | <u>3366 09</u>    |
|                                                                                                  | <u>\$5,788 58</u> |

E. E.

The emigration of the past season from the United Kingdom, although not so large as the preceding years, has been very satisfactory. In general the emigrants were strong and healthy, well fitted for the settlement of a new country. There was not a single death amongst those who arrived at this agency, that I am aware of. Large numbers were sent to join friends in different parts of the Province, and those who had no particular destination, and were destitute of the means to proceed, were sent to such places as we had every reason to suppose they would find immediate employment. A very considerable number were forwarded to Goderich, on their way to the Townships of Kincardine and Culross, in which Townships there are a great many Scotch set-

tlers, and from reliable information that I have received, they have found work at fair wages. A large number were sent to Meaford, to be distributed through St. Vincent and other townships in the County of Simcoe. Jesse T. Purdy, Esq., residing at Meaford, who has rendered valuable services in distributing emigrants in that section of the Province, wrote me on the 14th November last; a copy of his letter I append to this report, from which it will be seen that all the emigrants sent to that section of the country have found no difficulty in getting work. The demand for farm laborers has been greater during the last summer than for several years past, and I have every reason to believe that the same demand will continue in the season of 1864.

I have lately instituted an enquiry as to the number of Americans who have come into this part of Canada, in consequence of the disturbed state of their country, caused by the civil war raging between the North and South, and from the best information I can obtain about 1,500 have come over during the last year, who intend settling in Canada. This number, when added to the above return, will show an increase to our population of 9,414 during the year 1863.

I have no reliable information as to the amount of capital brought into this part of the Province by emigrants during the last year, but I have no doubt it amounts to a large sum, as many persons of small capital have purchased farms and improved lots in different parts of the counties of Grey, Bruce and Simcoe, while others have established manufactories, and some entered into trade.

A. B. HAWKE,  
Chief Emigrant Agent for Upper Canada.

MEAFORD, 14th Nov., 1863.

DEAR SIR,—In answer to your enquiry about emigrants sent to this place, I can only say there is no difficulty in their getting work, at from six dollars to twelve per month; about eight dollars per month by the year is, I think, the prevailing price for ordinary men. You perhaps will recollect that very few farm laborers have been sent to this place; most of them were ribbon weavers from Coventry and vicinity, and from some of the Islands of Scotland, fishermen, &c., &c., notwithstanding many of them bid fair to make useful settlers. One man in particular who came out last year, I am told, has been paid at the rate of seventeen dollars per month this year, and all get wages proportioned to their capabilities for the work required. All that will work are apparently making a comfortable living. I am of opinion that large numbers could find employment here yet, and particularly single females.

But while you are kind enough to forward laboring men and women out here, I trust you will not forget to direct some men of capital to this part of Canada; it would be a benefit to the country here and also to that class of settlers.

This part of the country has arrived at that point when men of some capital can settle themselves, securing many of the advantages of a new country, without the disadvantages. Land can be bought here for ten, fifteen and twenty dollars per acre, with from five to fifty acres cleared adjoining, with good roads. Our county has made fine travelling gravelled roads through the country in different directions, which will make it much more pleasant for men of capital than roads through the bush generally are.

Another consideration is, we are located on the banks of a fine sheet of water, where vessels may take in cargoes for any part of the world.

This locality for mill streams, springs and spring brooks, rolling land of the first quality, and for delightful scenery cannot be surpassed in Canada. But the most important fact for the consideration of intending settlers is the health of this locality; chill fevers, and particularly fever and ague, are almost unknown here.

Hoping you will not forget to direct to this place men of some means and practical farmers for the mutual benefit of all,

I subscribe myself yours, &c., &c.,  
(Signed,)

JESSE T. PURDY.

A true copy.

W. J. McKay.

## APPENDIX V.

## REPORT OF MR. BUCHANAN'S MISSION TO ENGLAND IN THE SPRING OF 1863.

GOVERNMENT EMIGRATION OFFICE,  
 QUEBEC, July 31st, 1863.

SIR,—In obedience to the decision of the Executive, that I should proceed to Liverpool for the purpose of bringing the claims and advantages of this colony as a field for emigration prominently before the notice of intending emigrants from the United Kingdom, I have the honor to state that I sailed for England on the 6th of February, and left Liverpool on my return to Canada on the 4th of June, landing in Quebec on the 23rd, and the following report of my proceedings during the period I was absent is now most respectfully submitted for the information of His Excellency the Governor General.

In the official instructions forwarded to me by the Honorable F. Evanturel, the then Minister of Agriculture and Emigration, bearing date 5th of February, 1863, the objects of my mission were thus defined:—

1. To afford official and accurate information, and to circulate the same as extensively as possible, respecting the resources of this country and the great inducements which it holds out to persons resolved to emigrate and seek their homes abroad.

2. To study attentively the question of how far the utmost facilities are at present afforded at the various shipping ports in the United Kingdom to intending emigrants to this country.

3. To be particularly careful not to encourage the promiscuous emigration of the factory operatives, and to warn the poor-law guardians generally of the great imprudence of sending out to this country any inmates of the Unions, of either sex, unless trained for some useful labor, domestic servants, farm laborers, or some description of reproductive industry.

I was, moreover, enjoined to observe the strictest economy, and on no account to prolong my absence beyond the 1st of June; and I now proceed to describe the manner in which I carried out these instructions *seriatim*.

1ST.—AS TO AFFORDING OFFICIAL AND ACCURATE INFORMATION, &c., &c.

Upon my arrival in Liverpool on the 21st of February, I was enabled, through the assistance of Messrs. Sable & Searle, to open my office at No. 19, Water street (a most eligible locale), and my first step was to make arrangements for the printing and issue of an official pamphlet, carefully compiled by me from various publications circulated in preceding years, and to which I had added abstracts from the reports of the Hon. the Commissioner of Crown Lands and the local Crown Land agents throughout the Province down to the close of 1862.

This pamphlet, comprising 46 pages of closely printed matter, contained all the useful information and advice I considered it necessary the emigrant should be furnished with, giving him full directions as to what his movements should be, both before leaving home and after his arrival in the Province, as well as for his guidance on the voyage out; with a brief sketch of the geographical position of Canada, its constitution, form of Government, climate, laws and municipal institutions, rivers, canals, railways, postal communication, woods, minerals, fisheries, description of lands for sale, Crown Land regulations and condition of settlements, &c., &c.

I made a favorable contract with Messrs. Harris & Co. for the printing of 15,000 copies (to 2,000 of which I was enabled to add Mr. Devine's map of 1862 and 1863), for £68 sterling.

The first 500 copies were not delivered to me until the 18th of March. I had, however, some days previously caused an advertisement to be inserted in 123 of the leading journals in the United Kingdom, announcing the opening of my agency and its objects, and I took care to select as "media" for advertising such papers as I knew had the largest circulation amongst the agricultural classes.

A copy of the pamphlet was sent to each newspaper, and I am indebted to many of

them for very favorable editorials, as well as the insertion of notices, and communications connected with my mission and this colony generally.

My advertisement led immediately to a very extensive correspondence and many personal applications.

The number of letters received by me from the 20th of March to the 27th of May (the day on which I closed my office), was 1128. Forty-six of these were from persons possessing capital amounting in the aggregate to £20,235 sterling, who all expressed their desire and intention to settle in Canada, and a considerable portion of the remainder may be said to have been from persons in the humbler walks of life, who had nothing but their strong hands and willing hearts to recommend them (a class of people generally the most successful in this country). Others again were from persons of intelligence and means, evincing great anxiety for accurate and reliable information respecting the Province.

This correspondence involved a very large amount of labor, and under authority granted me, I engaged the services of Messrs. Stewart and Tennyson, at a small weekly salary.

I immediately despatched a supply of pamphlets to the Grand Trunk Company's offices in London, and to the owners and agents of the different lines of steamers engaged in trade with this country and to their local agents throughout the kingdom, and smaller quantities from time to time were sent to the Emigration Board in London, as well as to their offices at the principal sea port towns, to all the Commissioners and Inspectors of the Poor-Law Unions, the National Colonial Emigration Societies, of which there are many in existence, to the Industrial and Reformatory Schools, and all the leading passenger brokers and shipping agents, as well as to the clergy and gentry interested in ameliorating the condition and securing the welfare of the labouring classes.

I likewise made arrangements with Mr. Wilcocks, of Plymouth (whose extensive acquaintance and business transactions with the south and west of England, as also with Canada, rendered him a valuable auxiliary), for disseminating them amongst the proper classes in those sections of the country, and with Mr. Alexander, of Edinburgh (formerly resident at Toronto), to supply the north and east coast of Scotland.

Finding my time too fully occupied to enable me to visit Ireland until later in the season, I directed Mr. Charlton, who had recently arrived from Canada, to visit that part of the United Kingdom for the purpose of distributing information, &c.

This duty Mr. Charlton was well qualified to discharge, from the intimate knowledge he had acquired of the country, when on a mission of a similar nature in 1862.

I authorized Mr. Charlton to publish in Dublin 10,000 copies of a circular containing an abbreviation of the information necessary to emigrants given in my pamphlet, which permitted its being distributed by post over every part of the land.

He found the subject of emigration exciting even more general attention than in England, and multitudes of people were constantly leaving for the United States.

He is of opinion, from personal observation, that the majority of these emigrants (young men) were furnished with prepaid passages; indeed, to such an extent was this system of prepayment carried, that a general belief prevailed that the funds had been supplied by agents of the United States Government. I append a copy of Mr. Charlton's report for your information.

My instructions did not authorize me to visit the Continent; but having received proposals from Dr. Buttner, editor of an *Emigration Gazette* published at Rudolstadt, to translate the official pamphlet, insert it in the columns of his paper, and afterwards to issue it in a detached form, I accepted his offer, and agreed to pay him 100 Prussian thalers, equivalent to £15 stg., for the work.

He furthermore gave me permission to insert (free of cost) for one year, any official notice concerning Canada I might choose to send him, and he reserved to himself the right of selling the pamphlets for his own benefit, thereby, I conceive, ensuring a circulation to it through Germany, at an almost nominal cost.

I availed myself of every opportunity to visit the chief cities and rural districts in the United Kingdom, and to meet and consult with societies and individuals interested in emigration matters, and I had frequent interviews with persons of rank and influence, who manifested the most friendly disposition towards the cause I came to advocate. The desire to know more of Canada was almost universal, and all publications referring to the country were read with eagerness.

The want, however, of a carefully compiled hand-book of Canada is much felt, and I am indebted to the publications of Mr. Hope of Toronto, Mr. Algar of London, Mr. Kingston of Winborne, the Rev. A. Hill, M.A., formerly of West Gwillimbury, Canada West, and Messrs. Rawson & de Chair of Lennoxville, for material assistance in aiding me to deal with all existing deficiencies.

Wherever I went I found the subject of emigration freely discussed, and a strong desire exhibited on the part of the farmers, as well as the poorer classes (dispirited as they had become by the distress overspreading the manufacturing districts, and a succession of bad harvests) to leave their homes.

The laity and clergy—more especially the Roman Catholic clergy—of Ireland were anxious that any of their people who wished to leave the country should select Canada in preference to the States, and I found great numbers ready to come to this colony, who were alone prevented from carrying out their intentions by the difficulty of getting conveyed; while the facilities for reaching New York, what with low rates of transport and the premium offered in the shape of prepaid passages, beset them on every side, and militated against us so much that our best efforts were almost neutralized.

#### 2ND.—AS TO STUDYING THE FACILITIES AT THE VARIOUS SHIPPING PORTS, &C., &C.

There are several lines of steamers from Liverpool, calling at Cork, in addition to the regular line of sailing ships, and the rates of passage are very much in favor of the New York route, the steerage passage from Liverpool to New York by sailing ships being £3 10s. to £4, and by steam £6 6s, whereas a passage to Quebec by the former costs £4 5s., and by the latter £6 6s. to £7 7s.

The weekly Canadian Mail Steamer from Liverpool, calling at Londonderry, and the fortnightly line from Glasgow made up by the "Anchor line," and the vessels belonging to Messrs. A. & J. Allan, form at present the only regular means of transportation available to the emigrant coming to this country.

There are occasionally, it is true, sailing ships from Liverpool and from one or two ports in Ireland, but they are so uncertain and irregular in their periods of departure, that no dependence can be placed upon them, and the price for passage is so very little below that charged by the steamers, than none but the very poorest classes are disposed to go by them.

The Canadian steamers from Liverpool and Glasgow, up to the time of my leaving England, were obliged to shut out a great many passengers at every trip for want of room, and sailing ships were so scarce that they could not be procured upon any terms likely to remunerate the charterer.

The ship owners and those whom I conversed with upon the point, and whose ships in former years brought large numbers of passengers to our ports, were unanimous in the opinion that the restrictions imposed by the Imperial Passenger Act of 1855 are of so stringent a character as to exclude in a great measure the spring fleet of timber ships usually sailing for the St. Lawrence. When the expense of life boats, water-closets, cooking apparatus, fire engines, &c., added to the cost of provisioning and fitting, is taken into consideration, a small vessel capable of carrying 150 to 180 passengers would gain but little, if any, profit by the transaction.

In addition to this the vessels have to undergo a strict survey, which, although inexpensive in itself, tends in a great degree to prevent owners from offering their ships, because, in the event of disqualification, their rating at Lloyds is affected.

In my examination before the Select Committee of the House of Assembly on Immigration, in 1860, I alluded at some length to the evils of the system I am now referring to, and my views were supported by the experience and testimony of practical men. The remarks I then made are applicable still, and my opinions remain unaltered. I cannot do better, I think, than refer you to the Report of the Committee in question, for full details and information upon this important subject.

Again, take the case of the New York steamers; they frequently average 3 or 4 per week from Liverpool, calling at Cork for passengers, and owing to competition they have reduced their fares to New York to £5, and lately as low as £4, and in the early spring their agents in Liverpool were actually booking emigrants through to Toronto, *via* New York, for less than by the route of the St. Lawrence, the former being £6 5s. sterling, while by the latter they could not get there for less than seven guineas—a most material difference;

and, as the rates have been reduced since then, we may presume that the through fares are proportionally less.

This naturally operates very seriously against us, and we labor under a further and perhaps as great a disadvantage, from the fact that an emigrant is carried to New York *via* Quebec by our own mail steamers, for the same price as if he were landed at this port, although he has to be conveyed over 500 miles by rail afterwards.

No doubt this is done as a set off against the New York steamers, underselling them in their rates to Western Canada, but it is, nevertheless, extremely prejudicial to our interests, and tends to stimulate emigration to the States in a greater degree.

Information has lately reached me that emigrants are leaving by every vessel to New York, whose ultimate destinations are Western Canada.

They are, no doubt, influenced by the cheaper rates of passage and the exaggerated danger of the St. Lawrence route; for the late accidents have certainly brought our line into some disrepute, and these points are seldom lost sight of by rival interests.

The re-granting of the subsidy to the "Galway Line" adds another formidable competitor to those already in existence, and the question as to what measures should be taken to counteract the opposition at work against us, is one which merits serious consideration.

Previous to my departure from England, I had been in communication with parties from whom I was in expectation of receiving proposals for the establishment of a line of steamers from Hamburg, calling at Havre de Grace, Southampton and Cork.

This route would ensure them always a full complement of passengers, and assist to encourage a trade which is annually increasing between those ports and this country, besides removing an inconvenience now severely felt; indeed I have been credibly informed that several bodies of German emigrants were forced to go to New York this season against their will, from the actual want of proper facilities for reaching Quebec.

To enable such a line to work efficiently, it might probably be necessary that Government should give it some support. Upon that point I have, perhaps, no right to offer an opinion; but, if I might be allowed to do so, I would suggest that any aid granted shall be in the shape of a sum of money for every soul they bring, making it to the Company's advantage to induce emigration to our shores.

### 3RD.—AS TO DISCOURAGING THE PROMISCUOUS EMIGRATION OF FACTORY OPERATIVES.

In discharge of the duty entrusted to me of specially discountenancing the promiscuous emigration of factory operatives, &c., &c., I exercised particular care.

In the pamphlet I pointed out as clearly as possible the class of emigrants we stood most in need of, and those alone who were likely to prosper in Canada, and in all my communications with poor-law unions, emigration societies, charitable institutions and other public corporations, I pressed the recognition of the fact most strenuously upon them.

Upon several occasions, deputations from different societies engaged in promoting the emigration of distressed operatives, waited upon me to request that I would attend and address their public meetings; but I invariably declined these invitations, because I considered that having no bounty to offer in the shape of assisted passages, I should not be on a par with the representatives of other colonies, and I could not conscientiously assert that we were prepared to receive and dispose of all who might feel inclined to come to us, for if I had, the Government would have, perhaps, been saddled with a responsibility I was anxious to avoid.

Moreover, I thought that if I distinctly stated we were not in a position to receive or employ the suffering operatives, and the statement gained general publicity, as it undoubtedly would have done, an impression might have gone abroad that we were averse to the cause.

Taking this view of the matter, I deemed it more prudent to adhere strictly to the printed information issued, and to confine myself entirely to giving written and verbal replies to all applications.

I felt aware that the line of action I pursued might be viewed with disapprobation; but when it is remembered that many of the very class I am referring to have been sent out this season, some of whom are, I fear, wholly unsuited to the work of the country, I think it will be admitted the policy I adopted was a right one, and in conformity with the spirit of my instructions.

Doubtless a much larger emigration than we have actually received could easily have been induced by measures of an opposite character, but then every case of failure or want of success, to whatever cause attributable, would have been directly laid to our charge, and we should have been considered responsible for the general welfare of all comers.

The results of the opening of the office in Liverpool have been, so far as I am able to judge, most satisfactory, especially if the hurried and imperfect nature of the arrangements and the lateness of the season when they were brought into operation, be taken into account.

Should the Provincial Government intend to take advantage of the desire so widely displayed by all classes in England to obtain authentic information respecting this country, with a view to emigration, no time ought to be lost in following up the work already begun. It must be borne in mind that we have many opposing elements to contend against. Not only does our formidable neighbor, the United States, stand directly in our path, but the Australian colonies, with their attractive gold fields and the offer of free passages, present undeniable inducements, and the complete and efficient manner in which their claims to consideration are promulgated throughout the length and breadth of the land, coupled with the fact that they are looked upon by a large class of manufacturers as an increasing market for the consumption of their fabrics, brings them into additional favor, while Canada is accused of imposing a hostile tariff for the purpose of encouraging competition.

From the experience I have acquired during this and my former visits, I am decidedly of opinion that London is the proper place for the establishment of a head office, and for the reasons I have explained, I think immediate steps should be taken to open one there.

The details necessary for its organization in an effective manner, and on a scale commensurate with the importance of the objects it is intended to accomplish, need not be entered upon here.

They have already, to some extent, been brought under the notice of Government before, and can be furnished again whenever it is required.

As the time approached for my departure from England, I found the enquiries still so numerous that, in order to prevent disappointment, I left Mr. Stewart in charge of the office at Liverpool, with instructions to keep it open till the end of July, when I thought it likely our emigration would be on the wane, and Messrs. Sable and Searle offered to attend to any letters or enquiries which might be made after that period.

I beg, in conclusion, to state that I have kept the expenses of my mission (extending over a period of nearly five months) within the sum allowed me. They will not exceed £800.

The charges for office rent, &c., in Liverpool, printing, advertising, and the assistance granted to agents in Scotland and Ireland, will amount to £550, and my personal and travelling expenses will be covered by the balance, the whole of which is, nevertheless, most respectfully submitted.

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

A. C. BUCHANAN,  
Chief Agent.



## COPY OF MR. CHARLTON'S REPORT.

LIVERPOOL, 18th May, 1863.

A. C. BUCHANAN, Esquire,  
Chief Agent for Emigration to Canada,  
Drury's Buildings, Liverpool.

Sir,—I have now the honor to submit a report on my mission to Ireland, from which I returned on the 16th inst.

My first duty was to prepare for publication at Dublin, a circular which, containing an abbreviation of the information given about Canada in the pamphlet and some additional information, and directions as to the means of getting there from Ireland, was more easily distributed through the post to all parts of Ireland.

I ascertained before I left Liverpool, from personal observation and enquiry on board the ships sailing to New York, that the great bulk of the large numbers going to the United States were going out, because their passages were paid by their friends in America. It is difficult to realize the idea that people living in the Northern States and suffering themselves from the effects of the war in many ways, should be anxious to bring out their relations to share in their sufferings. Perhaps the Government assists in some way. If they did not, it is difficult to understand why the shipowners engaged in the passenger traffic, continued to carry prepaid passengers for the same price as they did a year ago, although the paper money they took in payment was depreciated so enormously.

At all events, I witnessed the same thing at Dublin that I observed at Liverpool. Three fourths of those who were going to America were actually paid for at New York, and the other fourth accompanied their friends. It was useless to endeavour to influence any of the crowds who left the quay at Dublin for Liverpool, on their way to New York, under these circumstances. The best I could do was to cause some of the circulars giving information about Canada to be put on board of each steamer, so that the persons who found on landing at New York that the state of affairs did not come up to their expectations, might be disposed to try Canada.

There was generally a certain number in each boat who were on their way to Canada, *via* New York, which route is a necessity for many of limited means, who cannot pay the fare by steamer from Londonderry, and who could not get a sailing ship direct to Quebec, or at the price they pay *via* New York—a difference of 15s. stg. a head being an important consideration to those who can barely muster the price of the passage in any way, though they may be of the class of persons most likely to do good in Canada. It has latterly been the received idea that the day for sailing ships carrying passengers across the Atlantic has gone by, because steamers should not only be able to carry them cheaper, but so much quicker as to make a trifling difference in price no object. But, after all, the available steamers can carry but a limited number, and the great numbers who have left, and are weekly leaving Liverpool this year by sailing ships, show that until the number of steamers on the Atlantic are increased and the rates lowered, the sailing ships will get the most of the passengers. It is, therefore, a great drawback against us in Canada that there are so much greater facilities for getting to New York than to the St. Lawrence by sailing ships, while from the south of Ireland the frequency of the sailing of the various lines of steamers for New York, which call at Cork for passengers, is another disadvantage. I hope, however, that the Messrs. Allan will follow the St. Patrick, which sails from Cork on the 24th inst., by a regular succession of steamers, at least once a fortnight, as I feel confident they will fill as soon as the people find out they can be depended upon.

The limited time I had to work in of necessity compelled me to do what was done in a hurried way. I, however, visited various parts of the country, including the cities of Cork and Limerick, and portions of the counties of Louth, Carlow, Kildare, Wicklow, Queen's County, Tipperary, Waterford, Cork, Clare and Roscommon, and I am glad to say that only in one instance did I hear a complaint that those who had gone out to Canada last year regretted their move. I found a very general favorable disposition towards Canada, the clergy of all denominations and the people of influence expressing regret and disappointment that more of those who were leaving the country were not destined for Canada but all understood that this was because so many had their passages paid for them to th

United States. I was pleased to observe that the prejudice I noticed last year as to the undue severity of the climate of Canada, &c., &c., is becoming obliterated, and I feel satisfied that the reliable information about Canada we have distributed is producing a most favorable impression, and that if we have no war with the United States (the idea of which constantly operates against us), and have an extension of the facilities for getting to Canada secured, so that, whether by steam or by sailing ship, Canada may be as easily reached as United States, we will get our share of the emigration of the hardy laboring classes, and we may look for the investment of a large amount of capital among us as soon as the war is over in the States, and the likelihood of an invasion of Canada by our neighbors will no longer operate as a bug-bear to those who would otherwise invest their capital among us.

But it will not do to neglect Ireland, or to imagine that people will find their way thence uninfluenced. The Australian colonies are most persevering in their efforts to obtain immigrants, and the intercourse between the people of Ireland and the United States is so very great, owing to the large number of people who have relations there, that the United States are constantly brought before the people in some way, while the remittances or orders for prepaid passages afford the most convincing argument in favor of the country from which they are sent.

All through the country I found the people on the move for America, the bulk of them fine healthy young men and women capable of enduring any amount of hard out-door work and accustomed to labor in the field, and all of them, on being questioned, said they had been encouraged by letters from America, and their passages had been paid. I am more and more satisfied that the most efficacious means we can adopt is to encourage those who can afford it in Canada to send for their friends by providing for a certain number of cheap passage warrants to be issued in Canada. So long as there are in every parish in Ireland, and I suppose in the United Kingdom, letters received from the United States, with remittances or orders for free passages, and next to nothing of the kind from Canada, it is difficult to persuade people that Canada is the better country of the two for them to go to. In addition to the pamphlets and circulars sent to clergymen and other persons whose inclination or business would induce them to assist in their profitable distribution, I sent a supply to agents of landlords in the South of Ireland, some of whom are in the habit of assisting their tenantry to immigrate, and I wrote letters to newspapers and induced the publication of newspaper articles as opportunity offered to keep the claims of Canada, whether as a field for immigration or investment of capital, before the public; and I hope that for the limited time afforded me I have done all that could be done to direct public attention to Canada, and to divert the stream of immigration from Ireland, now so extensive, and likely to continue so for a couple of years yet, to our Province, but I regret that I was not at work during the winter and the early part of the spring.

I enclose a statement of my expenses, and have the honor to be, sir,

Your most obedient servant,

(Signed) E. J. CHARLTON.

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(No. 33.)

**R E T U R N**

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 15th October, 1863, praying His Excellency to cause to be laid before the House, a certified "Copy of all Accounts made and rendered by Thomas Robertson, Esq., late County Attorney for the County of Wentworth, of all Toll Moneys on the Dundas and Waterloo Macadamized Road, paid to and received by him, by and from the several Toll-gate Keepers on the said Road, from the time he was appointed to or had the supervision and management of the said Road; and of all payments or disbursements made and expended for repairs on the same; the date of his appointment as such Manager, the rate of salary he was entitled to receive, and what personal expenses he might expend; a copy of the Instrument or authority under which he was so entitled to the same, and also all vouchers for money expended thereon or otherwise, up to the date of his ceasing to have management of the said Road."

By Command,

A. J. FERGUSSON BLAIR,  
Secretary.SECRETARY'S OFFICE,  
Quebec, 28th March, 1864.

(No. 33.)

**R E T U R N**

To an Address from the Legislative Assembly to His Excellency the Governor General; praying His Excellency to cause to be laid before the House, "Copies of the Accounts of James Fergusson, Esq., the Returning Officer for the St. Clair Division, for the Elections held by him in the years 1860 and 1863, for the said Division."

By Command.

JOHN SIMPSON,  
Secretary.SECRETARY'S OFFICE,  
Quebec, 20th June, 1864.

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

(No. 34.)

## R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 17th instant, praying His Excellency to cause to be laid before the House, "A Return of the names of all Revenue and Excise Officers in the County of Hastings, on the first day of January, 1863; showing where they were supposed to be doing duty; the names of their immediate predecessors, if any, respectively; the date and cause of the removal of such predecessors; the salaries and emoluments said predecessors received at the date of their removal respectively; the salaries and emoluments the present incumbents enjoyed on the said first day of January; also, if any changes by dismissal, resignation, or removal have been made in the said offices, and the nature of the same, since the said first day of January; also, whether any increase or diminution in any of the said offices has taken place, and the nature of the same."

By Command.

A. J. FERGUSSON BLAIR,  
Secretary.

SECRETARY'S OFFICE,  
Quebec, 28th March, 1864.

(No. 35.)

## R E T U R N

Of the amounts collected during the year 1863, by the Corporation of the Town of Owen Sound, under the Act of the Parliament of Canada, 24 Vic., cap. 63, entitled "An Act to authorize the Corporation of the Town of Owen Sound to impose and collect certain tolls, and for other purposes," and of the mode of expenditure of such sums.

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

# ACCOUNTS

Of the Montreal Turnpike Trust, from 1st January to 30th June, 1863.

## Disbursements under Petty Account.

|               |                                       |                   |
|---------------|---------------------------------------|-------------------|
| 1863.         | From 1st Jan. to 30th June, 1863..... | \$ cts.<br>809 23 |
| June 30 ..... | Wire sold .....                       | 30 00             |
|               | CREDIT.                               |                   |
|               |                                       | \$779 23          |

## Disbursements under Interest Account.

|               |                                                                         |           |
|---------------|-------------------------------------------------------------------------|-----------|
| 1863.         | Interest paid on Road Bonds, as per interest vouchers Nos. 1 to 10..... | \$5982 00 |
| June 30 ..... |                                                                         |           |
|               | CREDIT.                                                                 |           |
| " .....       | Interest received on deposits in City Bank .....                        | 125 30    |
|               |                                                                         | \$5856 70 |

## Disbursements under Expense Account.

|              |                                            |           |
|--------------|--------------------------------------------|-----------|
| 1863.        | Interest account. (see that account) ..... | \$5356 70 |
| June 30..... | Petty account do .....                     | 779 23    |
|              | John Penner, Secretary, voucher 158 .....  | 830 00    |
|              | William Yule, Overseer. do 159.....        | 320 00    |
|              |                                            | \$7785 93 |

## House at Mile End.

|                   |                                        |                 |
|-------------------|----------------------------------------|-----------------|
| 1862.             | Cost to date .....                     | \$684 63        |
| December 31 ..... |                                        |                 |
| 1863.             | Premium of insurance, voucher 18 ..... | 3 55            |
| February 27 ..... |                                        |                 |
|                   | CREDIT.                                |                 |
| June 30 .....     | By 6 months' rent to date.....         | 688 18<br>24 00 |
|                   |                                        | \$664 18        |

## General Toll Account.

|               |                                                   |            |
|---------------|---------------------------------------------------|------------|
| 1863.         | Victoria Tolls, net amount.....                   | \$462 50   |
| June 30 ..... | St. Antoine Tolls do .....                        | 638 75     |
|               | Lower Lachine Tolls do .....                      | 420 85     |
|               | Quebec Tolls do .....                             | 1822 10    |
|               | St. Laurent Tolls do .....                        | 5660 86    |
|               | Côte des Neiges Tolls do .....                    | 2011 57    |
|               | Upper Lachine and Lachine Tolls, net amount ..... | 3041 59    |
|               | Long Point Tolls, net amount .....                | 970 20     |
|               |                                                   | \$15037 42 |

Turnpike Roads Account.

|       |                |                                                  |           |             |
|-------|----------------|--------------------------------------------------|-----------|-------------|
| 1862. | December 31 .. | Cost of repairs of roads to date .....           |           | \$215530 92 |
| 1863. | June 30.....   | Disbursements and proportion of expense account: |           |             |
|       |                | Upper Lachine Road.....                          | \$1974 14 |             |
|       |                | Lower Lachine Road.....                          | 2128 42   |             |
|       |                | St. Antoine and St. Luc Road .....               | 1026 20   |             |
|       |                | L'Abord à Plouffe Road .....                     | 2045 84   |             |
|       |                | Ste. Catherine Road .....                        | 1293 52   |             |
|       |                | St. Laurent Road.....                            | 1966 16   |             |
|       |                | Victoria Road .....                              | 382 42    |             |
|       |                | Quebec Road .....                                | 2948 85   |             |
|       |                |                                                  |           | 13763 53    |
| 1863. | June 30.....   | By tolls, as per General Toll Account.....       |           | \$229296 47 |
|       |                |                                                  |           | 15037 42    |
|       |                |                                                  |           | \$214259 03 |

DR. BALANCE SHEET, 30th June, 1863. CR.

|                                       |              |                                                 |              |
|---------------------------------------|--------------|-------------------------------------------------|--------------|
| Turnpike Roads, cost to date.....     | \$ 214259 05 | Road Bonds issued for money borrowed.           | \$ 201200 00 |
| Board of Works, plans of bridges..... | 660 94       | Receiver General, advances to pay interest..... | 25837 59     |
| House at Mile End, cost to date ..... | 664 18       | Thomas Heaven, balance of contract.....         | 24 32        |
| City Bank, deposits .....             | 11200 60     | Rutherford & Kerr do .....                      | 400 00       |
| Cash in office .....                  | 677 14       |                                                 |              |
|                                       | \$227461 91  |                                                 | \$227461 91  |

MONTREAL, 30th June, 1863.

Examined and found correct.

H. TAYLOR,  
E. A. DUBOIS,  
Trustees.

JOHN PENNER,  
Secretary.

Montreal, 27th November, 1863.

ACCOUNTS of the Montreal Turnpike Trust from 1st July to 31st December, 1863.

Disbursements under Petty Account.

|                   |                                           |            |
|-------------------|-------------------------------------------|------------|
| 1863.             | From 1st July to 31st December, 1863..... | \$ 1094 83 |
| December 31 ..... | Received for loan of snow-ploughs .....   | 4 00       |
|                   |                                           | \$1000 83  |

House at Mile End.

|                  |                               |                    |           |
|------------------|-------------------------------|--------------------|-----------|
| 1863.            | June 30.....                  | Cost to date ..... | \$ 664 18 |
| December 31..... | Six months' rent to date..... |                    | 21 00     |
|                  |                               |                    | \$643 18  |

## Disbursements under Interest Account.

| 1863.            |                                                                         | \$     | cts. |
|------------------|-------------------------------------------------------------------------|--------|------|
| December 31..... | Interest paid on Road Bonds, as per interest vouchers Nos. 1 to 10..... | 5988   | 00   |
|                  | CREDIT.                                                                 |        |      |
|                  | Interest on deposits in City Bank.....                                  | 109    | 47   |
|                  |                                                                         | \$5794 | 53   |

## Disbursements under Expense Account.

| 1863.            |                                           | \$     | cts. |
|------------------|-------------------------------------------|--------|------|
| December 31..... | Interest account, (see that account)..... | 5794   | 53   |
|                  | Petty account, ".....                     | 1090   | 83   |
|                  | John Penner, Secretary, voucher 142.....  | 330    | 00   |
|                  | William Yule, Overseer, " 143.....        | 320    | 00   |
|                  |                                           | \$8035 | 36   |

## General Toll Account.

| 1863.            |                                  | \$      | cts. |
|------------------|----------------------------------|---------|------|
| December 31..... | Victoria Tolls, nett amount..... | 476     | 50   |
|                  | St. Antoine Tolls, ".....        | 1015    | 75   |
|                  | Lower Lachine Tolls, ".....      | 547     | 95   |
|                  | Quebec Tolls, ".....             | 1679    | 00   |
|                  | St. Laurent Tolls, ".....        | 7150    | 39   |
|                  | Cote des Neiges Tolls, ".....    | 2278    | 00   |
|                  | Upper Lachine Tolls, ".....      | 3140    | 66   |
|                  | Long Point Tolls, ".....         | 714     | 00   |
|                  |                                  | \$17002 | 25   |

## Turnpike Roads Account.

| 1863.            |                                                  | \$        | cts. |
|------------------|--------------------------------------------------|-----------|------|
| June 30.....     | Cost and repairs of roads to date.....           | 214259    | 05   |
| December 31..... | Disbursements and proportion of expense account: |           |      |
|                  | Upper Lachine Road.....                          | \$1923    | 24   |
|                  | Lower Lachine Road.....                          | 1903      | 79   |
|                  | St. Antoine and St. Luc Road.....                | 837       | 05   |
|                  | L'Abord à Plouffe Road.....                      | 1937      | 20   |
|                  | St. Catherine Road.....                          | 3245      | 57   |
|                  | St. Laurent Road.....                            | 1936      | 34   |
|                  | Victoria Road.....                               | 333       | 01   |
|                  | Quebec Road.....                                 | 2471      | 43   |
|                  |                                                  | 14607     | 63   |
|                  |                                                  | \$228,866 | 68   |
|                  | CREDIT.                                          |           |      |
|                  | By Tolls as per General Toll Account.....        | 17002     | 25   |
|                  |                                                  | \$211,864 | 43   |

DR. BALANCE SHEET, 31st December, 1863. Cr.

|                                        | \$        | cts. |                                        | \$        | cts. |
|----------------------------------------|-----------|------|----------------------------------------|-----------|------|
| Turnpike Roads, cost to date .....     | 211,864   | 43   | Road Bonds issued for money borrowed.  | 201,200   | 00   |
| Board of Works, plans of bridges ..... | 660       | 94   | Rec. General—Advances to pay interest  | 25,837    | 59   |
| House at Mile End, cost to date .....  | 643       | 18   | Thos. Heaven, Balance of contract..... | 24        | 32   |
| City Bank, deposits.....               | 12,609    | 44   | Rutherford & Kerr. " .....             | 400       | 00   |
| Cash in office .....                   | 1,683     | 92   |                                        |           |      |
|                                        | \$227,461 | 91   |                                        | \$227,461 | 91   |

Examined and found correct.

H. TAYLOR,  
E. PRUD'HOMME.

JOHN PENNER,  
Secretary.

Montreal, 31st December, 1863.

(No. 37.)

## R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 17th March, 1864, praying His Excellency to cause to be laid before the House " A Return of Copies of all Orders in Council, other " Orders, Agreements, Reports, Papers and Correspondence between the Gov- " ernment or any Members thereof, and their officials or other persons, also " between their officials and other persons, respecting the agreement to sell, " and the sale of a certain portion or tract of land known as Block A, south " of the Hamilton and Brantford Plank Road, and the Tow-path lying be- " tween the said Block A and the Grand River in the Township of Brant- " ford, as laid down in the plan of survey by Provincial Deputy Land Sur- " veyor Orpheus Robinson, and dated March 12th, 1859, of record in the " Crown Lands Office."

By Command,

JOHN SIMPSON,  
Secretary.

SECRETARY'S OFFICE,  
Quebec, 4th May, 1864.

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



(No. 38.)

**R E T U R N**

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 17th March, 1864, praying His Excellency to cause to be laid before the House, "A Copy of the Commission recently issued to George Morphy, Esquire, to investigate certain charges against Mr. Sheriff Fortune; Copies of all Complaints made to the Government against the said Sheriff; Copies of all Instructions given to the said George Morphy touching the said Commission, and the enquiry thereunder; Copies of all Letters, Telegrams and Reports made by the said George Morphy to the Government, or any Member thereof; Copies of all Affidavits forwarded to the Government for the purpose of obtaining an adjournment of the enquiry; a Copy of the Petition on the same subject by the Mayor and Inhabitants of Cobourg; a Copy of all Telegrams and Letters from any Member of the Government to the said George Morphy, or any other person, touching the said Commission, and the proceedings thereunder."

By Command,

JOHN SIMPSON,  
Secretary.SECRETARY'S OFFICE,  
Quebec, 3rd May, 1864.

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

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# REPORT

OF THE

BOARD OF INSPECTORS

OF

ASYLUMS, PRISONS, &c.,

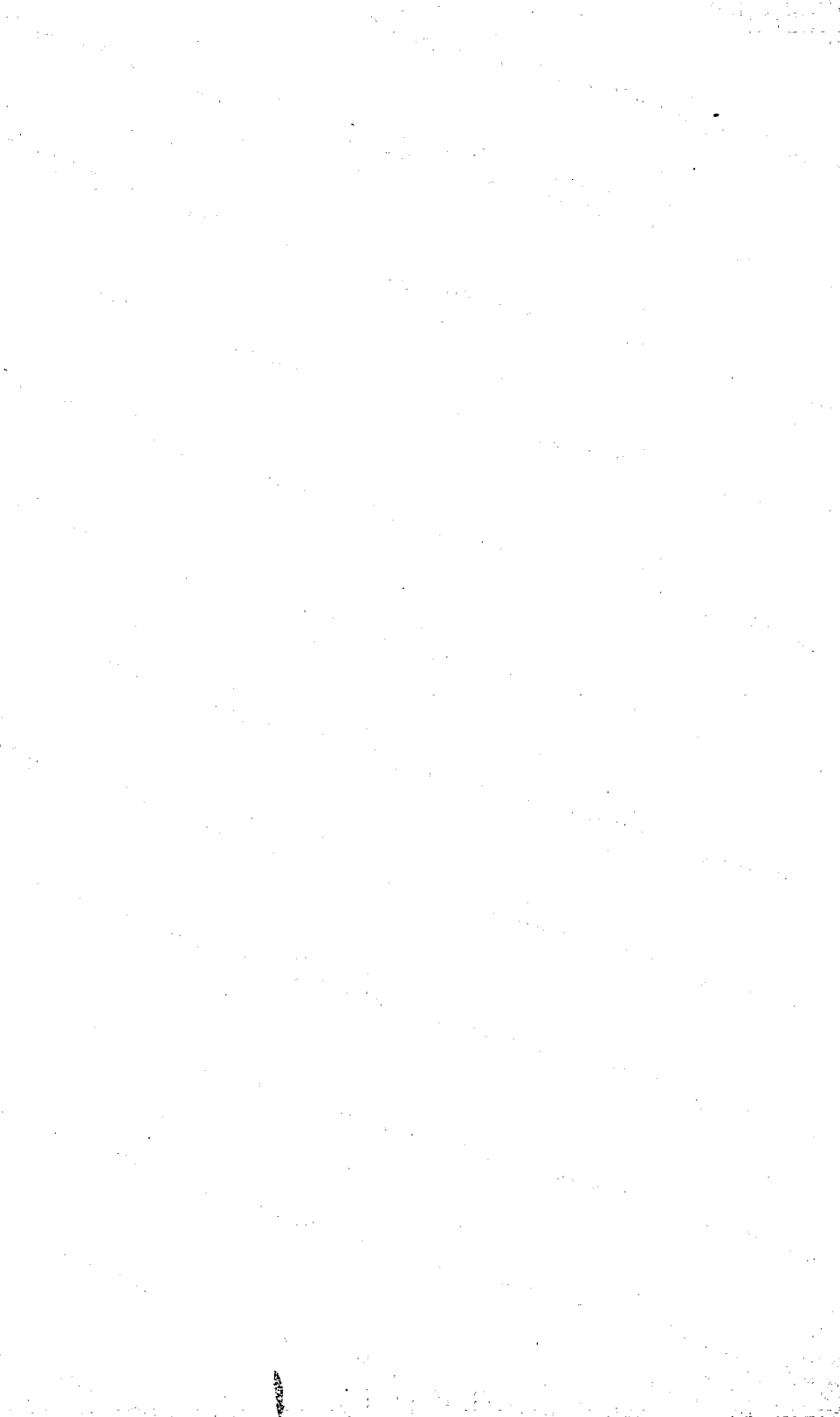
FOR THE YEAR 1863.



QUEBEC:

PRINTED FOR THE CONTRACTORS, BY HUNTER, ROSE & CO., ST. URSULE STREET.

1864



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**ANNUAL REPORT**  
OF THE  
**BOARD OF INSPECTORS**  
OF  
**ASYLUMS, PRISONS, &c.,**  
**FOR THE YEAR 1863.**

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*To His Excellency The Right Honorable CHARLES STANLEY, Viscount  
MONCK, Governor General of British North America, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

Before entering upon the subject of the present Report, the Inspectors may be permitted, in few words, to pay a slight tribute of respect and regret to the memory of their late colleague and chairman, Dr. Wolfred Nelson.

It would be out of place here to award to the lamented deceased that full measure of praise to which a long and honorable career entitles him, but the Inspectors feel it to be their duty to bear testimony to the amiable qualities and happy disposition of character of one with whom, for three years, they were so intimately and constantly connected. While they desire to bear witness publicly to the perfect integrity, which guided every action of their deceased friend and colleague, they have also to record their high sense of the kindness of heart which regulated his intercourse with them, and which has left only agreeable recollections of the pleasant relations existing between them, and of works devised and carried on by them in a common spirit, for the common good.

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I.

The three statistical tables which follow are in continuation of the tables of previous years, forming a summary of the principal heads of information derived from the records, for the year 1863, of the various institutions under the supervision of the Inspectors.

It is important to observe that of all these institutions there is not one of which the material appliances are complete; several are still in course of construction, whilst their inhabitants are temporarily lodged in buildings which are entirely unfit for the purpose for which they are used.

The number of sick in the hospitals,—of lunatics in the asylums—and of accused persons and criminals in the penal institutions is gradually increasing, without, however, exceeding in proportion the increase in the population of the country. This observation applies generally to all such institutions, with the exception, indeed, of the Quarantine Hospital, where the numbers received from one year to another depend on special and

ever-varying circumstances, quite irrespective of the ordinary increase of the population of the country.

A diminution therefore of the public expenditure, in connection with these institutions, is not to be looked for; on the contrary, the wants of the country absolutely require, at the present moment, the erection of a second lunatic asylum in Lower Canada; the completion of the Rockwood Asylum at Kingston, and of the Provincial Asylum at Toronto; the completion of the new gaol at Quebec, and the enlargement of the old gaol at Montreal, as well as the organization of both them as *central gaols*, simultaneously with the establishment of similar institutions in Upper Canada. These various works, therefore, cannot fail to entail considerable expense on the public for several years to come. Besides it is absurd to pretend that institutions which were not sufficient for a population of 2,000,000 can meet the wants of a population of 3,500,000, and continue to suffice, when the population shall have greatly exceeded the latter amount.

To flatter the public with the hope of reducing these expenses, whilst the number of individuals who have to be kept, watched, maintained and cared for, augments in proportion to a population rapidly increasing, is actually to deceive the public.

There is no doubt a difficulty in following the line between penury and profuseness, and in steering a middle course between the opinions of certain writers, who would reduce everything, without considering what is absolutely necessary; and those of specialists, who, in a zeal for carrying out objects to which they attach an exclusive importance, would hold expense as beneath their regard.

The Inspectors within the limits of their power give their best endeavors to reduce the expenditure of all the penal and benevolent institutions under their charge, as far as it can be done consistently with the proper efficiency of the institutions.

The total number of individuals who passed through the different institutions in the course of the years 1862 and 1863 is as follows:—

| 1862.                         |      |
|-------------------------------|------|
| Marine Hospital.....          | 1242 |
| Grosse Isle Hospital.....     | 367  |
| Beauport Asylum.....          | 486  |
| Toronto " and Branch.....     | 518  |
| Malden Asylum.....            | 236  |
| Orillia ".....                | 128  |
| Rockwood ".....               | 103  |
| St. Johns ".....              | 78   |
| Provincial Penitentiary.....  | 1007 |
| Upper Canada Reformatory..... | 126  |
| Lower Canada ".....           | 68   |
| Total.....                    | 4359 |
| 1863.                         |      |
| Marine Hospital.....          | 1638 |
| Grosse Isle Hospital.....     | 44   |
| Beauport Asylum.....          | 574  |
| Toronto " and Branch.....     | 570  |
| Malden Asylum.....            | 249  |
| Orillia ".....                | 139  |
| Rockwood ".....               | 110  |
| St. Johns ".....              | 82   |
| Provincial Penitentiary.....  | 1070 |
| Upper Canada Reformatory..... | 137  |
| Lower Canada ".....           | 79   |
| Total.....                    | 4687 |

From the total of the Toronto Asylum has been deducted the number transferred to Orillia, as that number is included in the total of the last named branch. It must be

carefully observed that the numbers which give the population of the lunatic asylums is by no means to be taken as the expression of a want supplied; for our asylums are quite insufficient for the lodgement of all the insane who should, in the interests of society, find a refuge there.

Every day we meet with lamentable instances of the danger which results from the system of allowing lunatics, even of the class termed harmless, to remain at large; apart from the parricides, murders, acts of incendiarism and other crimes committed by these unfortunate persons; and, apart from the crimes committed upon them, it is well to bear in mind the sight of folly and idiocy is in itself a generative cause of folly. To allow epileptic, unmanageable, repulsive or dangerous lunatics to wander at large in society is in itself a very serious evil.

Now, this unfortunate population has been allowed to go at large in increasing numbers, and it is for this reason that, at the present time, the additions which are made to the buildings used as asylums are at once filled without at all satisfying the demands for room.

In their report of last year, the Inspectors entered at length into the question of the want which is felt in this matter, and they can do no more than repeat here the conclusion of that part of it which declared the urgent necessity of substituting, for the asylum at St. Johns, a second great asylum for Lower Canada, of completing the Rockwood Asylum at as early a period as possible, and of completing that at Toronto by successively constructing the two wings proposed in the original plans.

The number of criminals received into the Penitentiary has been much greater than last year, in fact it exceeds that of all previous years. One of the chief causes of this increase in the number of crimes and offences has been a most unfortunate species of immigration which has set in towards our shores, in consequence of the war in the United States. A host of ruffians, kidnappers or deserters from the armies of the American Union, have thrown themselves into Canada. We meet them in almost every prison; and a very large proportion of the convicts of the year, in the Penitentiary, belong to this class.

The number of imprisonments in the Common Gaols, during the year 1863, has also been greater than in 1862, but the difference is not considerable, as will appear from the following table:—

| UPPER CANADA.                               |             |             |
|---------------------------------------------|-------------|-------------|
|                                             | 1862.       | 1863.       |
| Prisoners committed for first time .....    | 3510        | 4457        |
| Imprisonments of relapsing delinquents..... | 3177        | 2261        |
|                                             | <u>6687</u> | <u>6718</u> |
| Total.....                                  |             |             |
| LOWER CANADA.                               |             |             |
| Prisoners committed for first time .....    | 3693        | 3445        |
| Imprisonments of relapsing delinquents..... | 2584        | 2855        |
|                                             | <u>6277</u> | <u>6300</u> |
| Total.....                                  |             |             |

The cause assigned above for the increase in the number of criminals sentenced to the Penitentiary for serious crimes, and the cause assigned in the report of last year, relative to other offences—namely, the presence of larger garrisons—explains the fact of the increase in the total number of imprisonments in the course of the last two years, and renders it quite unnecessary to seek for any other causes.

It will not be devoid of interest to contrast, here, the figures exhibiting the total number of imprisonments for each of the last five years:—

|           |                               |        |
|-----------|-------------------------------|--------|
| 1858..... | Number of Imprisonments ..... | 10,483 |
| 1859..... | “ “ .....                     | 11,131 |
| 1860..... | “ “ .....                     | 11,268 |
| 1861..... | “ “ .....                     | 10,872 |
| 1862..... | “ “ .....                     | 12,964 |
| 1863..... | “ “ .....                     | 13,088 |



The cities of Montreal and Toronto exhibit, both relatively and absolutely, a positively enormous total of imprisonments. Montreal alone furnishes more than *two-thirds* of the imprisonments for the whole of Lower Canada during the year 1863; Toronto, a little more than a *fourth* of all the imprisonments in Upper Canada.

The considerations suggested by these facts, and more especially by the figures exhibiting the number of repeated convictions for each year, again lead to the question of *Central Gaols*, to which the Inspectors once more deem it their duty to call attention, with redoubled earnestness, and as a matter of urgent necessity.

The usual reply to their representations in this matter is, that the expense will be very great. The cost, certainly, must be great; but does it cost nothing to maintain at large a host of pickpockets, sharpers, thieves, and murderers. To build proper prisons for such persons may be costly, but not to build them is much more costly. Nothing costs the state so much as unchecked crime and vice.

The Inspectors reiterate their opinions on this important subject of *Central Gaols*, in another part of this report.

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## II.

### CHARITABLE INSTITUTIONS.

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#### HOSPITAL AT GROSSE ISLE.

The quarantine, re-established last year in accordance with the recommendations of the Inspectors, has been organized on a much more economical footing than formerly.

The immigration of the year 1863 did not fetch along with it contagious diseases, as was the case with that of the two previous years, and thus the number of sick received into hospital at Grosse Isle fell to 44 from 368, the number in 1862, and the number of deaths on the Island itself was but *one*, whereas there had been 58 the previous year.

From the very nature of quarantine hospitals it must be expected that the number of inmates will fluctuate from one extreme to another; a lull of one year, or even of a series of years, as followed by years of calamitous visitation, and the experience acquired in this country as well as in others, ought to put us on our guard, and induce us to be prepared for every eventuality.

The local authorities, in pursuance of the instructions issued by Government, and with the assistance furnished them, have availed themselves of the tranquillity enjoyed by the hospital this year, to effect some absolutely essential repairs to the buildings, furniture and linen of the institution.

The male officials worked at the repairs of the wharf, sheds, storehouses, &c., &c., in the healthy division; the buildings of the central division, occupied by the officers and servants, have been repaired by the same employés, who have also, with the aid afforded them by Government, effected improvements and repairs in the hospitals of the eastern division.

Whilst the male officials were thus occupied, to the female officials was assigned, during a portion of the summer, the task of repairing and putting in the most perfect order, the vast stock of linen belonging to the institution.

The medical superintendent at Grosse Isle confirms the opinion expressed last year by the Board, attributing to the immigration the contagious diseases which rendered the past two years so unhealthy in Canada.

Doctor Nelson called attention, on this point, to the negligence exhibited by the managers of the Ocean Steamship Companies who, abusing the privileges they enjoy with reference to quarantine, do not comply with that part of the law which specially concerns them, and deposit the seeds of disease in the midst of our population, by permitting free access to persons affected with contagious diseases; in fact the bodies of passengers, who died of such diseases, have been placed in the railway station.

## MARINE HOSPITAL.

The Marine Hospital continues to be ably administered under the skilful control of the Trustees, to whose care this highly important establishment is entrusted.

This institution, which was at first exclusively intended for sick seamen and newly-arrived immigrants, now serves also as a general hospital, thanks to the addition made to the special fund for its foundation, of sums analogous to those voted yearly for the various hospitals of the other cities of Upper and Lower Canada.

It may not be unprofitable to contrast here the figures exhibiting the total number of patients of each category, received into the Marine Hospital during the course of each of the last four years:—

In-door patients received in 1860 :

|                 |       |
|-----------------|-------|
| Seamen .....    | 611   |
| Immigrants..... | 28    |
| Residents.....  | 189   |
|                 | — 828 |

In-door patients received in 1861 :

|                 |        |
|-----------------|--------|
| Seamen.....     | 749    |
| Immigrants..... | 94     |
| Residents.....  | 325    |
|                 | — 1168 |

In-door patients received in 1862 :

|                 |        |
|-----------------|--------|
| Seamen.....     | 931    |
| Immigrants..... | 153    |
| Residents.....  | 549    |
|                 | — 1633 |

In addition to the in-door patients, the Marine Hospital distributes medicines very largely to out-door patients, who numbered 1153 in 1863.

It will be seen from the above figures that the number of patients in both categories has been much greater than in the two previous years, this is accounted for by the number and importance of the vessels arriving at the port of Quebec during the past year, and by the marked insalubrity which characterized the medical aspect of the past year, during which sickness prevailed, nearly throughout the whole of Canada, to double the extent of ordinary years.

The mortality, owing to general causes of the same nature, has also been proportionably greater.

The expenses of the Marine Hospital have naturally and inevitably been augmented in consequence of this increase ; but the relative cost of each patient has been diminished ; the proportionate cost of each patient has been only \$13.83 against \$15.70 in 1862.

Of the resident patients, a small number are paying-patients ; the amount collected from this class, in the course of the year 1863, is \$332.05 ; the corresponding sum for the year 1862, was only \$198.87.

This institution renders immense service to the poorer classes of Quebec, and of the surrounding localities ; and with a comparatively small expenditure of money, for the very simple reason that, inasmuch as the establishment possesses its appointed staff of physicians and officials, which must, in any case, be maintained in view of the object for which it was first founded, it is in a position to enlarge its sphere of action without being compelled thereby to augment its expenditure in like proportion with the increase of its patients. It is well to state that amongst the patients entered under the name of *residents*, in the general statistics forming part of the Report of the Trustees, is a number of persons belonging to various localities in Upper and Lower Canada, and forming part of the many thousands attracted to Quebec by the lumber trade, during the summer season. The number of outsiders thus brought to the city, at certain periods of the year, reaches a very high figure ; they are, moreover, by the nature of their occupations and of their habits, greatly exposed ; and almost daily, in the course of the season of navigation, they furnish patients to the Marine Hospital. The word *residents*, in the statistics of the Marine Hospital, simply means those who are not seamen from abroad, nor immigrants arrived during the course of the current year,

The report of the trustees and that of the house-surgeon, contain all detailed information, which it would be useless to repeat here.

#### ASYLUM AT BEAUPORT.

The only two points upon which the inspectors have ever expressed their regret, with reference to the well-conducted asylum at Beauport, were the excessive over-crowding and the absence of a resident physician. The enterprising and able proprietors of this asylum—themselves physicians of distinction—have undertaken, within the course of last year, to remedy both these matters.

The Beauport Asylum now possesses a resident physician. There are now, also, rapidly approaching completion, a new main building and two large wards, which will form an addition to the whole establishment, of a cubic space equal to about one-third of the old buildings.

The over-crowding has been extreme during the course of the year, inasmuch as it has been necessary, during the progress of the works, to accommodate within a limited space rendered still more contracted by the demolition necessitated by the works, a number of lunatics for whom the previous accommodation was insufficient.

There is, however, the consolation in this instance of knowing that this excessive over-crowding is to be only temporary.

The report of the proprietors, hereunto annexed, will be found to contain a description of the additional buildings erected. It is estimated that these additions, when completed, with the apparatus for cold and hot water, heat, light, gas, and the other contingent expenditure, will cost about \$40,000. In addition to this practical utility, which is, no doubt, the most important feature of these new buildings, they impart to the edifice which they complete an aspect more imposing to the eye; a matter, too, which should never be entirely overlooked in such structures.

So urgent has been the necessity of providing accommodations for the insane in Lower Canada, that notwithstanding the already over-crowded state of the institution, the embarrassment caused by the carrying on of the works, and the temporary curtailment of space resulting from the demolitions, it has been necessary to increase the number of patients admitted into this asylum.

The report of Dr. Catellier, house-surgeon to the establishment, shews that the total number of insane under treatment, in the course of the year, has been 576; the average for the year has been 468—a number far too great in proportion to the space available. Nevertheless, the general health has remained good; and the mortality, though high, has not reached the proportionate figure which it often attains in similar institutions. In fact the proportionate number of deaths in these establishments appears to vary in a most extraordinary manner, from one year to another.

The reports of the Asylum at Beauport, and the table already given, which contains a summary of the leading figures, will be found to embody full detailed information, and an account of the state of this institution.

The asylum at Beauport continues to be administered with a degree of care, cleanliness and ability, which reflect much honor on its proprietors, and on its manager, Mr. Wakeham.

#### LUNATIC ASYLUM, TORONTO.

The inspectors have invariably found this asylum in the best possible order, and they are happy once more to pay a just tribute to the devotedness and zeal of Dr. Workman and his assistants.

The principal improvement effected in the material appliances of this establishment, has been the construction of draught-chimneys for the immediate ventilation of the water closets, and consequently for the immediate ventilation of the adjoining rooms. The inspectors, at all of their visits, were impressed with the necessity of this improvement, and the medical superintendent was requested by them to prepare a report on the subject. The plan adopted by Dr. Workman has been almost fully carried out during the year, by means of savings effected in the ordinary expenditure, from the legislative grant. The

inspectors have no doubt whatever as to the result of this measure. It must, to a great extent, remove the offensive air, with which some of the rooms in the asylum were at times infected, and which the inspectors themselves have frequently found. This was more especially the case during a night visit, to which the superintendent had specially invited them, in order to make them fully aware of the lack of ventilation, and thereby convince them of the absolute necessity of providing at least a partial remedy for the evil.

Apart from this notable improvement, the material appliances of this asylum remain as stated in previous reports. For detailed information relative to the events of 1863, the inspectors cannot do better than refer to the report hereunto annexed of the medical superintendent of the institution.

Dr. Workman, looking at matters from the extreme point of view of a lunacist, and of a lunacist who makes the interest of his institution take precedence of all other interests, expresses himself very strongly against the Board of Inspectors for recommending that the maximum population of the Toronto Asylum should be raised to 400.

The Medical Superintendent of this institution seems to wish to reserve his asylum for curable cases of mental aberration, and to receive, even of these, only the limited number of 350,—limited, that is to say, in proportion to the cubic space of the vast edifice.

In support of his argument, Dr. Workman accumulates statistics and opinions, which might, indeed, be met by other statistics and other opinions. But the Board of Inspectors are not called upon at present to discuss the controverted question respecting dormitories in common, and separate rooms, and the best mode of classification. They appreciate entirely the warm feelings which they know Dr. Workman to entertain for the good of the unfortunate class of whom he has the care, but the Inspectors have to consider also at the same time the interests of society in general, and the best manner of promoting those interests with the material aid afforded by Parliament for that purpose.

The Board of Inspectors might, indeed, admit all that the medical superintendent has said, without, in the slightest degree, affecting the position at which they look. Admitting that this addition of patients to the number admitted into the Toronto Asylum must be attended with serious inconvenience, the question would still remain,—whether it is not better to expose the 350 patients who are already in the institution to these inconveniences, rather than expose families, and society itself, to the dangers attendant on allowing lunatics—curable or incurable—to go at large, in view of the frequent and dreadful occurrences of which they are the cause, in addition to being a subject of alarm in their neighborhoods?

Every year, murders and other crimes are committed, by or upon lunatics; the newspapers are filled with tragic stories of lunatic mothers immolating their children, and of attempts against person and property. As to the lunatics themselves, and more especially the female lunatics, to what filthy brutalities are they not exposed when at large? Almost every year, some of these unhappy beings, after several years of neglect, are brought to the asylums or prisons in a state of pregnancy.

The Inspectors cannot persuade themselves that wretchedness of this nature is of less importance than rendering somewhat less comfortable the lot of the lunatics already confined in the asylums, nearly all of whom are much better off than they have ever been in their own families. It is in this light the Inspectors view the question, while on the other hand, they have, without ceasing, represented to the Government that the space allotted to lunatics in our asylums is insufficient.

But with respect to the Toronto Asylum (the principal asylum only is in question here), is a population of 400 lunatics excessive, and would the attaining of that total be attended with danger? The Inspectors think not, and rest their opinion upon the statistics of the establishment itself, which, under the excellent management of Dr. Workman, prove that the keeping up of the number of lunatics from 350 to 400 has never produced any increase in the amount of mortality, nor any proportionate diminution in the number of discharges which, relatively and to a certain point, indicate the number of cures.

The following table shews the number of lunatics at the end of the year, the number of deaths and the number of discharges for each year, since 1857. The table applies to the principal asylum only:—

| Year.     | Population. | Deaths.  | Discharges. |
|-----------|-------------|----------|-------------|
| 1857..... | 397 .....   | 34 ..... | 94 .....    |
| 1858..... | 400 .....   | 18 ..... | 57 .....    |
| 1859..... | 316 .....   | 38 ..... | 39 .....    |
| 1860..... | 345 .....   | 36 ..... | 69 .....    |
| 1861..... | 348 .....   | 45 ..... | 91 .....    |
| 1862..... | 347 .....   | 25 ..... | 78 .....    |
| 1863..... | 380 .....   | 25 ..... | 87 .....    |

By this table it will be seen that the Toronto asylum was neither more deadly nor less curative at the time when its population was raised to 400, or nearly, than when the number was much smaller. It is an extraordinary fact even, that the smallest total of mortality and the highest total of discharges correspond with one of the highest totals of population. The average mortality, during the four years in which the population remained less than 350, was rather less than one in nine, and it amounted to but a little less than one in 15 during the year in which the population exceeded that number, and ranged between it and 400.

The relative proportionate number of discharges in each series is nearly similar.

Thus then, when the Inspectors recommended that the total population of the Toronto Asylum should be increased to 400, they made a recommendation which was useful to society, and prompted by what they deemed a wise economy, while they in nowise compromised the interests defended, to the exclusion of all others, by Dr. Workman.

The Inspectors, for their part, have to deal with the families who exclaim against the practice of allowing lunatics to wander at large,—with the municipal and prison authorities, who protest against the sending of the lunatics to the gaols,—with political men, who consider the expenditure of the public institutions enormous,—and with lunacists of high standing, who are unwilling to crowd their asylums. The public may thus judge of the difficulty of the situation.

As the question stands, however, the Inspectors are of opinion that the least evil is the crowding of asylums we already have to their full extent, until the Government see fit to relieve them and the out-door lunatic population, by erecting new ones.

#### UNIVERSITY BRANCH ASYLUM.

There is nothing particular to be observed about this small branch, except that the number of lunatics which it contains, amounting in all to 67, at the end of the year 1862, was increased to 78 at the end of the year 1863, and that that increase was attended by no evil result, as is proved by the statistics furnished by the medical superintendent.

The increase effected in the total population of the principal asylum and of its branch at Toronto, has thus been 44,—a number which, considering the insufficiency of the space provided for the accommodation of lunatics, is an important one. The Inspectors, however, are of opinion that this number can be increased, without danger, to a total of 64, thus completing the number of 400, assigned by them to the principal asylum.

#### ORILLIA BRANCH ASYLUM.

The population of the Orillia asylum was increased from 123, the total at the end of the year 1862, to 132 at the end of the year 1863, by the transfer of 12 lunatics from the Toronto asylum and the direct admission of four from the outside. Only four cases of mortality occurred in the course of the year, and, by the details furnished by Dr. Ardagh, it will be seen that the general health of the lunatics has been excellent.

Several internal improvements have been carried out, in great part by the labor of the lunatics themselves, whom the medical superintendent endeavors, very wisely, to keep busy, so far as that is possible.

A very necessary addition—alluded to by Dr. Ardagh in his report—will have to be made to the Orillia Asylum; this consists in the purchase of an adjacent lot of land for the purpose of enlarging the small (by far too small) grounds attached to the institution. The Inspectors, however, have not thought it their duty to apply to the Government this year

for the small sum necessary to effect the purchase in question, because the asylum is this year still to a certain extent in debt; its grant of last year is absorbed, in consequence of the estimate furnished by the authorities of the establishment not having been entirely sufficient. The amount required, however, is only a very trifling sum; but still, except in cases of emergency, the Inspectors wish it to be regarded as a rule, that the estimates of all the institutions shall be such, that the grant, which is based upon them, shall suffice for the expenditure. Were this not observed, the estimates would prove a constant source of miscalculation and deception.

#### MALDEN ASYLUM.

Here, as elsewhere, the space is insufficient, and every year the applications exceed, by an amount which is continually increasing, the vacancies which are created.

Dr. Fisher, in his report, devotes a paragraph to the important subject of lunatic females, who, from want of room in the asylums, and in consequence of the absence or indigence of their relations, wander through the country, victims of all kinds of brutality, and causing serious inconvenience and danger to families.

The number of population at the end of the year, in 1863, increased by eight over the year 1862.

Nothing extraordinary, or deserving of mention, occurred in the course of the year 1863. The Inspectors always found the asylum in the best state possible under the circumstances.

#### ROCKWOOD ASYLUM.

The Inspectors have no special remark to offer regarding this asylum, which continues to be well administered, under the intelligent direction and benevolent attention of its head, Dr. Litchfield.

The number of lunatics in this asylum was increased by eleven at the end of the year 1863, as compared with the year 1862. Of 98, remaining at the end of the year last past, 50 were kept in one of the Penitentiary buildings, to the great inconvenience of the establishment, as is remarked by Dr. Litchfield and the Warden of the Penitentiary.

There is reason to hope, however, that all may be transferred to the Rockwood Asylum, properly so called, in the course of the year upon which we are now entering.

#### ST. JOHNS ASYLUM.

The Inspectors have already, in their former reports, described the St. Johns Asylum, in so far as relates to its material appliances. The building, if the poor-house transformed into an asylum is worthy of being so styled, is entirely unfit for the purpose to which it is at present applied. The lunatics are piled one upon another, and the several classes are separated from each other, nearly everywhere, by wooden partitions only. The danger of an accident from fire is constant.

Dr. Howard, the medical superintendent of this asylum, is certainly deserving of the highest praise, for having done so much with the wretched means placed at his disposal. His success, which is truly astonishing under the circumstances, is a guarantee of what results he could obtain, when once placed at the head of a large establishment, possessed of the necessary advantages.

It has also been explained, in former reports, how it happened that the asylum was located in the old Court House at St. Johns, a building which no one would ever have had an idea of converting into a lunatic asylum had not the threats of war, arising from the *Trent* affair, caused the extensive barracks there to be taken from the Provincial Government and restored to the military authorities. Difficulties of various descriptions have caused the continuance of this provisional state of affairs up to the present time.

Confined as is the accommodation at the St. Johns Asylum, the necessity for it has been so great that the number, at the close of the year, has been increased from 57 in 1862 to 62 in 1863.

By an approximate calculation the Inspectors are of opinion that the irregular dormitories at St. Johns do not afford an average cubic space exceeding 300 cubic feet for each inhabitant of the asylum, including resident officers and lunatics.

The Board of Inspectors can but renew their prayer for the establishment of a second great asylum in Lower Canada. In that section of the Province there is, at the present time, but one, while there are four in Upper Canada (besides the University branch), the material advantages of which are incomparably superior to those of the St. Johns Asylum; and yet, even in Upper Canada, the asylums, as they now stand, are not sufficient to satisfy the necessity for them. How much more urgent then does the necessity become for a second one in Lower Canada.

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### III.

## PENAL INSTITUTIONS.

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### PROVINCIAL PENITENTIARY.

By the annexed appendices, and by the summary inserted at the commencement of this report, it will be seen that the total population of the Penitentiary has increased perceptibly in the course of the year 1863. The Inspectors, in the general observations in a previous part of this report, have stated the principal causes of this increase.

The number of convicts has increased from 765, the total at the end of the year 1862, to 823 at the end of the year 1863; and the number of lunatics kept in the Penitentiary from 44 to 50; this gives an annual average total of 841 against 808 in 1862.

At the end of the year there were remaining in the Penitentiary 64 female convicts, this being an increase of three over the total of last year.

Of the 299 new convicts during the year, 202 are from Upper Canada and 97 from Lower Canada; 155 belong to different Protestant denominations and 144 to the Roman Catholic Church; 102 are married and 197 unmarried.

Of this high number of 299 convictions, only 31 are cases of relapse; this is four more than last year in absolute numbers, and a fraction more in proportionate numbers.

The general discipline of the institution has received no check during the year 1863, although special instances of insubordination and criminality have occurred, especially an attempt at escape, accompanied by a brutal attack upon one of the guards in the hospital of the institution; an attempt to murder another guard, and the manufacture of a small quantity of counterfeit coin in one of the workshops.

The Inspectors were obliged to bring temporarily to a close, or rather adjourn the disciplinary investigation, which would otherwise have been ample and complete, with respect to this affair of counterfeiting; because one of the officers of the Penitentiary, and at least one of the convicts, being implicated in the matter, any enquiry by the Inspectors might have interfered with the administration of justice by the tribunals, which had been immediately placed in possession of the facts by the local authorities of the institution. The County Attorney was informed by the Chairman of the Board that one of the convicts was desirous of giving him more information on the subject, and that, in consequence, the Inspectors would suspend all ulterior investigation in the interests of justice.

With regard to the officer who was compromised by the declarations made by parties before the magistrates, the Inspectors were not called upon to take action against him. It might be well to remark, for the information of persons who are not well versed in matters relating to extensive penal institutions, that facts of this nature, although they are to be regretted, must not be looked upon as surprising nor as exceptional when occurring here. Those who follow closely the reports of institutions of a similar nature in other countries, and even those who read the daily newspapers, must have perceived that during the last few years serious disturbances have taken place in several penal institutions in Europe; that a riot occurred in a penitentiary of California, which resulted in the shedding of blood; that at Auburn a riot occurred, during which one person was killed and another

wounded; and that one of the principal officers of the penitentiary of Massachusetts was murdered in a similar riot, which was also accompanied by a considerable destruction of property.

Such things may happen without our being compelled to conclude that the system of discipline is essentially bad. They may occur under any circumstances. We may, however, draw two important deductions from them which may be of value to society, and therefore deserving the attention of our public men, viz:—1st. The necessity of maintaining capital punishment. 2nd. The necessity of providing amply for the keeping up of a force to ensure the proper execution of the laws.

The kind of work done this year has been the same as in preceding years. In view of the increasing number, and the progress of the work done at Rockwood Asylum, the Inspectors gave orders last year to the Warden to use every exertion in letting out by contract, to houses of good standing or respectable individuals, the labor of a certain number of the convicts. Up to this time all efforts in that direction, whether by public notice or otherwise, have produced no positive results. The number of convicts employed in the carrying out of contracts is 285, divided as follows:—235 on account of Messrs. Ross & Co., employed at boot and shoemaking, and 50 for Mr. Drennan at cabinet-making.

The Inspectors are of opinion that, as a general rule, religious feeling has made considerable progress among the male convicts; some are of course refractory, but, they are happy to think, there is general improvement. For upwards of two years a feeling of dissatisfaction and irritation has been found to exist among the female convicts of the Penitentiary, which has given considerable trouble to the Inspectors. Several inquiries have been entered into with the view to a discovery of the real cause of this state of things, but as the Board has not yet arrived at any definite conclusion on the subject, the Inspectors content themselves with the simple announcement of the fact. The year 1863 has been a year of extraordinary anxiety and trouble for the officers and employes of the Penitentiary. Typhoid fever, which had raged during six months of the year 1862, continued its virulence during the whole year 1863. It can easily be understood that the existence of this disease among a population which lives in the midst of such debilitating elements, and in a place where the sick cannot be separated from those in good health, must produce much inconvenience and a great reduction in the quantity of labor accomplished. It was necessary to keep together, between four walls, in a space comparatively limited, nearly 800 convicts and 47 lunatics, while the epidemic took hold of individuals from day to day. The mortality, although considerable this year, reaching 34 cases, is still much under what might have been expected under the circumstances, and especially when it is considered that apart from ordinary sickness and accidents, 258 cases of typhoid fever passed through the hospital of the Penitentiary during the year, as reported upon by the house physician. Dr. Dickson need not therefore have gone further than the epidemic itself for an explanation of the mortality of the year, and, in the opinion of the Inspectors might have abstained from writing, in his report of 1863, lengthy comments against them, in the course of which he forgets the opinions by him expressed in reports previously made by *himself*. On referring to his present report for 1863, the following statement will be found in allusion to the system of ventilation in the dormitories which was adopted some years since by the Inspectors: "In regard to ventilation, I am far from believing that the best mode has been adopted in the *dormitories*, but, as the Board seems pleased with it, I suppose I need not suggest any alteration." Dr. Dickson must apparently have forgotten that in his report for 1862, he gave the following opinion on the same subject: "In the *dormitories*, little requires to be done to render the ventilation *excellent*; indeed, if the guards had not so great a distaste to throw the windows wide open during the day, the ventilation would be complete." This is the only opinion ever before offered by Dr. Dickson on this point.

Dr. Yates, who for a long time acted as the assistant of Dr. Sampson, and who, during several months after the decease of the latter, performed the duties of acting physician, offers his opinion in his annual report for 1861, after having alluded to the excellent sanitary condition of the institution during that year, with a view of explaining the cause of this manifest improvement; "It is probable that the completion of the rotunda, and the *comparatively perfect system of ventilation* adopted in the wings which are used as



dormitories for nearly 1000 persons, have been the means of contributing, in a great measure, to the improvement in the sanitary condition of the convicts."

In fact, the changes gradually brought about by the Board of Inspectors, and which still continue to have their earnest attention, had produced a marked improvement in the sanitary condition of the institution previous to the breaking out of the present epidemic; but when such a serious visitor has to be dealt with, it would be folly to institute a comparison with ordinary times.

The Inspectors cannot but regret that they are compelled to differ in opinion with the physician of the institution, and this, too, for the first time, and in a document intended for publication. But as Dr. Dickson has taken offence at the action of the Board in this matter, it is only proper that the facts should be stated. The Board, at one of its meetings, while enquiring into everything which had taken place since the date of their previous visit, and while trying to obtain information which might account for the breaking out of typhoid fever once more, in a form more violent than before, learned that, under the orders or with the tacit consent of the physician of the institution, a regular cleaning of the sewers and drains had been effected, that the operation was a lengthy one, and that the waters of the lake near the supply-pipes had been for some days impregnated with the filth. On learning this, the Board passed a resolution of censure, condemning such a manifest act of imprudence. Whether this circumstance has in any manner influenced Dr. Dickson in the preparation of his report for this year is more than the Inspectors can state. Notwithstanding the expression of his want of hope in being able to obtain an improvement in ventilation, Dr. Dickson establishes the fact that the mortality in the Penitentiary Hospital has been less than that of the General Hospital of Kingston during last year. It is true that Dr. Dickson attributes this difference, in a great measure, to the difference in the treatment of the patients, but he should be more generous than to assign the whole of the difference to this cause. The Inspectors may probably be permitted to attribute the favorable results reported upon by the physician of the institution, in part, at least, to the comparative excellence of the sanitary arrangements. It is with regret that the Inspectors notice that the physician of the Penitentiary makes the insinuation that the Board of Inspectors pay no attention to his recommendations. Nothing could be more unjust towards them than such an idea on his part. Cases have, occurred in respect of which the Inspectors hesitated before accepting recommendations, which involved enormous expenditure, without the appearance of favorable results; but whenever the physician of the institution offered reasonable and practicable recommendations, they were immediately adopted and carried out by order of the Board. The Inspectors have, however, been occasionally puzzled in their appreciation of Dr. Dickson's opinions as conveyed in some of his reports. In a paragraph of his report for 1863, he makes the following statement: "I regret exceedingly that I have failed to convince the Board that the prison lime-kiln, situated, as it is, at such a short distance from the dormitories of the convicts, is very injurious."

In the first place, it may be well to remark that the lime-kiln in question is situated outside of the surrounding wall, and it was removed to that point by an order of the Board of Inspectors a long time before Dr. Dickson was appointed as physician. The Board in office at that time, finding it within the walls, considered it, as then situated, damaging to the health of the convicts.

In order to convince the Board that the selection of the new position for the lime-kiln was bad, Dr. Dickson makes the following remarks in his report of 1862:—

"I allude to the lime-kiln belonging to the prison, which, when in operation, pours forth its noxious gas, which prevalent winds waft over the dormitories of the convicts, the lofty cupola of which naturally tends to form an eddy in the currents of air; the heavy carbonic acid gas thus gravitates, and I am quite confident is most prejudicial to the health of the men." It must be admitted that Dr. Dickson failed in proving, to the satisfaction of the Inspectors, how it happened that the specific gravity of carbonic acid gas can work in such a manner as to rise above the surrounding walls and buildings, and being directed, by some power resembling the law of affinity, towards the cupola of the Penitentiary (which is a mere point, of great elevation), end by gravitating towards the dormitories. How, for instance, can the recommendations made last year and this year by Dr. Dickson

on the subject of alimentary regimen, be fairly made to agree with each other? In one part of his present report he states, "I think it of great consequence that there should be greater variety as to kind of animal food and a far more liberal supply of vegetables furnished," while in a former part of the same report he uses the following words: "In reference to the food of the convicts, an ample, or, I should rather say, a too abundant supply is furnished;" two statements evidently contradictory of each other.

The Inspectors desire to repeat that they regret to be thus compelled to analyze Dr. Dickson's report; but it will be easily understood that the only alternatives left them were either to notice it as they have done, or to admit that they have been guilty of the omissions laid to their charge.

The sanitary condition of the Penitentiary, as Dr. Yates stated in 1861, have been wonderfully improved upon during the past few years; something, no doubt, still remains to be done, because it is impossible to accomplish everything at one time; but the Inspectors have no hesitation in predicting that once the epidemic is overcome, the statistics of mortality will shew a sanitary condition comparatively excellent. There is in fact another criterion in addition to the statistics of mortality by which to judge of this, and the fact which constitutes this criterion cannot be in any manner advantageously influenced by the existence of an epidemic; on the contrary, it is permanent in relation to the Penitentiary, and therefore bears with more force against it than against any institution for the care of the sick merely. This fact is the relative number of cases of mental alienation occurring during incarceration. Now, the number of lunatics, since the improvements in the sanitary condition of the institution effected in 1860, has diminished, and if we take into consideration the increase of the population since that time, that diminution is proportionably greater. The following are the figures for the last five years:—

| Years.     | No. of lunatics. | Population. |
|------------|------------------|-------------|
| 1859 ..... | 10 .....         | 1034        |
| 1860 ..... | 11 .....         | 1039        |
| 1861 ..... | 7 .....          | 1005        |
| 1862 ..... | 7 .....          | 1007        |
| 1863 ..... | 8 .....          | 1070        |

The following is a statement (similar to that of last year), shewing the cash received for the labor of the convicts who are employed in contract and other work, than in the household duties of the institution; and also the value of the labor for construction, repairs and work other than that of the household duties of the institution. This statement only serves to shew that the convicts are employed in the most profitable manner possible, and that their labor is of some value to the state. It might be called the administrative account-book, but naturally it can only be an approximate statement for all values except cash received. The account current of the financial transactions between the Province and the institution is annexed to the report of the Warden, who is responsible for the moneys confided to his care. The total expenditure of the year 1863, including the maintenance of the lunatics, and disbursements for materials required at Rockwood, was \$129,876.44.

Ca.

|                                                                                                                                                     |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Received in cash, from labor of convicts .....                                                                                                      | \$38,940 10 |
| Disbursements for purchase of materials, payment of salaries, expenses, &c., for Rockwood Asylum.....                                               | 18,540 94   |
| Disbursements for purchase of building materials, for permanent improvements.....                                                                   | 7,990 04    |
| Value of the labor of the masons, bricklayers, carpenters and blacksmiths, employed at permanent improvements, 15,668 days' work, at 50 cents ..... | 7,834 00    |
| Value of the labor of workmen in the same categories employed at Rockwood, 18,049 days, at 50 cents .....                                           | 9,024 50    |
| Value of the labor of the quarry-men, lime-makers, laborers, stone-cutters, &c., 44,148 days, at 30 cents .....                                     | 13,244 40   |
|                                                                                                                                                     | \$95,591 98 |

|                  |              |
|------------------|--------------|
| Debit.....       | \$120,876 44 |
| Credit.....      | 95,591 98    |
| Difference ..... | \$34,285 15  |

Last year the latter figures were only \$14,468.83. This difference has been mainly caused by the presence of the epidemic above alluded to, which prevailed during the whole year, and to the increase in the prices of articles of clothing and bedding, also by the number of new-comers which has been unusually large,—the latter, of course, being unaccustomed to discipline and work. The number of the latter class was 67 in excess of the large number of last year. An estimate may be formed of the loss of time caused by the cases of sickness and convalescence during a trying year like 1863, when we reflect that the loss of labor of 258 convicts, who were attacked with typhoid fever, was nearly 10,000 days.

REFORMATORY OF PENETANGUISHENE AND REFORMATORY OF SAINT VINCENT  
DE PAUL.

These two institutions are included in the same paragraph because the greater part of the remarks to be made are applicable to both. The statistical and other information respecting matters of detail, will be found in the tables at the beginning of this report, and in the annexed appendices. These two institutions continue to be managed in the most satisfactory manner, by the two able wardens in charge of them, Messrs. Kelly, for Penetanguishene, and Prieur, for St. Vincent de Paul.

The work at the buildings of Penetanguishene was stopped for some time, in consequence of the small amount of the legislative grant last year, which rendered it necessary to slacken, by a great deal, the activity of the preceding year. At St. Vincent de Paul, the surrounding wall has been built, and some other work of minor importance has also been done; the material condition of this institution, however, still renders numerous improvements necessary. The managers of both these institutions continue to receive the most encouraging accounts from many of the lads who have left them. Without doubt there are some cases of relapse, and some boys are incorrigible; but the good work succeeds either in completely reforming or greatly improving the greater number of those who have entered the institutions.

There are now, in several parts of Upper and Lower Canada, young men; or rather men, some of whom are now fathers of families, who entered these institutions during their youth, snatched from a life of vagrancy, or from the commission of misdemeanors, and who left these institutions totally reformed, possessing a religious education to keep them in the paths of virtue, and with the knowledge of trades which enable them to gain an honest livelihood. Several of them, indeed, at this moment, fill responsible situations in important stores or workshops.

At Penetanguishene, a certain number of the boys have been placed in the new dormitory. This is a great improvement upon the old state of things. In a few years, the Upper Canada Reformatory will be placed on the best possible footing, and in this respect the warden of St. Vincent de Paul will always have to contend against disadvantages owing to the difference of situation.

Mr. Warden Kelly seems, in his report, to foster the idea that, at a later date, his establishment may be brought to a condition in which it will pay its own expenses. The Inspectors would be pleased to hold the same hopeful idea, but they fear that a result so very desirable is hardly to be looked for. The Inspectors know the zeal, devotedness, order and economy which distinguish Mr. Kelly, and while fully aware of the great advantages of the situation of his establishment, they can understand the sincerity of his hopes; but it is their duty, owing to the excellent qualifications which he possesses for his peculiar duties, to prevent him from preparing what may turn out to be disappointments for himself hereafter.

There is no doubt that these institutions will, at some future time, produce more than they do at present. The St. Vincent de Paul Reformatory has already established a depot

at Montreal, for the sale of the tin wares manufactured there, as the supply exceeds the demand of the neighbouring localities. At Penctanguishene, the manufacture of brick and cooper work has commenced to yield a revenue. The former branch will increase when the arrangements for building are properly organized; but with all this, the Inspectors are inclined to the belief that such institutions cannot be kept up without some legislative aid. Should such self-maintenance ever be brought about, it will be a great and agreeable surprise for them as well as a gratifying fact for the country.

There is a question of paramount importance among others, relative to the success of Reformatory prisons for young delinquents, and that is, the age of the prisoners, considered with regard to their adaptability to the system followed in these institutions.

A Reformatory prison of this kind is established for children, and is intended as a means of giving them a moral and industrial education,—in other words, these children are taken out of the gutter, wrenched from the hands of vice, from the commission of crime and a state of utter abandonment, and are transformed into useful members of society. It follows from such premises that prisoners should not be sent to a Reformatory prison too old, nor should they leave it too young.

Let us take the case of a child of eight years old (there are such cases), sent to a Reformatory prison for a term of five years; the child will be thrown upon the world at the age of thirteen, without resources, and consequently compelled to earn his livelihood by some means. Let us, on the other hand, take the case of a man 20 years old (there are such cases), who is sent there for five years, and who thus must remain, the comrade and companion of little children, until the age of 25. In both these cases, it is evident, that in the former the term of the sentence is too short and the time of his release premature, while in the latter, it is clear that a bad character of 20 years old, who is confirmed in vice, is not a fit companion for young people, whose minds may be moulded by a virtuous education. The Wardens of both establishments and the Inspectors have frequently remarked, that such changes should be made in the existing laws as to obtain the result that no prisoner would be sent to a Reformatory prison after the age of 16, and that all sentences should be for a period of not less than four years.

In some countries, sentences of this nature are for an indefinite period, and the prisoner is released by the Executive, on information furnished by the authorities of the prison, certifying to his conduct and progress. Once more let it be said that the Reformatories of both Upper and Lower Canada are a subject of great gratification to the Inspectors, and they desire to bear testimony to the zeal displayed by the Wardens, Assistants, Chaplains, Physicians and other officers, in the performance of their duties, which, though sometimes painful, are, however, worthy of the interest they take in their performance.

STATISTICS relating to Institutions supported exclusively by the Province.

CHARITABLE INSTITUTIONS.

| NAME OF INSTITUTION.                    | Remaining in from 1862. | Admitted in 1862. | Total number in 1862. | Discharged in 1862. | Died. | Average number in 1862. | Remaining at close of 1862. | Total Expenditure. | Paid by the Province.       | Expense of each patient. | Expense of each patient to the Province. |
|-----------------------------------------|-------------------------|-------------------|-----------------------|---------------------|-------|-------------------------|-----------------------------|--------------------|-----------------------------|--------------------------|------------------------------------------|
|                                         |                         |                   |                       |                     |       |                         |                             |                    |                             |                          |                                          |
| Provincial Lunatic Asylum, Toronto..... | 317                     | 168               | 382                   | 57*                 | 25    | 363                     | 350                         | 66160 08           | 61055 56                    | 152 78                   | 140 36                                   |
| Branch Asylum, University .....         | 67                      |                   |                       |                     |       | 72                      | 78                          |                    |                             |                          |                                          |
| do Orillia .....                        | 123                     | 16                | 139                   | 3                   | 1     | 127                     | 132                         | 14138 20           | 13950 06                    | 111 31                   | 110 08                                   |
| Asylum at Malden .....                  | 218                     | 31                | 249                   | 11                  | 9     | 222                     | 226                         | 24498 84           | 23910 07                    | 110 35                   | 107 70                                   |
| do Rockwood .....                       | 87                      | 23                | 110                   | 8                   | 4     | 92                      | 98                          | Included           | in Provincial Penitentiary. |                          |                                          |
| do Beauport .....                       | 135                     | 139               | 574                   | 30                  | 12    | 468                     | 562                         | 65298 42           | 65298 42                    | 139 31                   | 139 31                                   |
| do St. Johns .....                      | 57                      | 25                | 82                    | 11                  | 9     | 59                      | 62                          | 12000 00           | 12000 00                    | 203 39                   | 203 39                                   |
| Marine Hospital, Quebec.....            | 65                      | 1568              | 1633                  | 1489                | 66    | 1855                    | 78                          | 20587 05           | 20255 00                    | 13 24                    | 13 02                                    |
| Hospital, Grosse Isle .....             |                         | 44                | 41                    | 43                  | 1     |                         |                             | Included           | in Emigration Acct.         |                          |                                          |

PENAL INSTITUTIONS.

|                                   |     |      |      |     |    |     |     |           |          |  |  |
|-----------------------------------|-----|------|------|-----|----|-----|-----|-----------|----------|--|--|
| Provincial Penitentiary .....     | 765 | 305† | 1070 | 215 | 31 | 791 | 823 | 129876 41 | 92160 32 |  |  |
| Penitentiary Reformatory.....     | 99  | 38   | 137  | 39  | 1  | 98  | 97  | 28592 00  | 28592 00 |  |  |
| St. Vincent de Paul, Prison ..... | 57  | 22   | 79   | 16  |    | 60  | 63  | 20420 00  | 20420 00 |  |  |

\* Twelve more were sent to Orillia. The 'Discharges' include not only those who leave the asylum cured, but also those who have escaped and those who have been taken away by their friends.

† This includes six lunatics returned cured from the Rockwood Lunatic Asylum.

COMPARATIVE STATEMENT OF CONVICTS RECEIVED INTO THE PROVINCIAL PENITENTIARY.

| SECTION THE PROVINCE WHENCE. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Upper Canada.....            | 194   | 179   | 238   | 226   | 167   | 134   | 165   | 202   |
| Lower Canada .....           | 80    | 49    | 67    | 30    | 63    | 87    | 73    | 97    |
| Totals.....                  | 274   | 228   | 305   | 256   | 230   | 221   | 238   | 299   |

CONVICTS RECEIVED INTO THE REFORMATORY PRISONS.

|                   |    |    |    |    |    |
|-------------------|----|----|----|----|----|
| Upper Canada..... | 44 | 40 | 44 | 36 | 38 |
| Lower Canada..... | 22 | 21 | 15 | 38 | 22 |
| Totals.....       | 66 | 61 | 59 | 74 | 60 |

STATEMENT of the Principal Statistical Information compiled from the Annual Returns of the Sheriffs.

U P P E R C A N A D A .

| NAME OF COUNTY.                   | Prisoners, 1863.         |       |                           | Total No. of imprisonments. | No. of prisoners—first im-<br>prisonments. | No. of prisoners for other<br>than first offences. | Greatest number in gaol at<br>one time. | Number of escapes. | Number of lunatics receiv-<br>ed. | Number of prisoners be-<br>come insane. | Number of suicides com-<br>mitted in gaol. | Number of deaths. | Produce of labor of prison-<br>ers. | Expenses of the gaol for<br>the year 1863. |
|-----------------------------------|--------------------------|-------|---------------------------|-----------------------------|--------------------------------------------|----------------------------------------------------|-----------------------------------------|--------------------|-----------------------------------|-----------------------------------------|--------------------------------------------|-------------------|-------------------------------------|--------------------------------------------|
|                                   | Over 16 years<br>of age. |       | Under 16<br>years of age. |                             |                                            |                                                    |                                         |                    |                                   |                                         |                                            |                   |                                     |                                            |
|                                   | Men.                     | Women | Boys.                     |                             |                                            |                                                    |                                         |                    |                                   |                                         |                                            |                   |                                     |                                            |
| Brant.....                        | 285                      | 61    | 10                        | 6                           | 374                                        | 359                                                | 15                                      | 42                 | 6                                 | 5                                       | 1                                          | 1                 | \$ 3629 18                          | \$ 3629 18                                 |
| Carleton.....                     | 136                      | 52    | 13                        | 1                           | 232                                        | 40                                                 | 192                                     | 23                 | .....                             | 11                                      | 2                                          | .....             | .....                               | 2514 15                                    |
| Elgin.....                        | 36                       | 1     | .....                     | .....                       | 40                                         | 28                                                 | 12                                      | 12                 | 1                                 | 2                                       | .....                                      | .....             | 50 00                               | 2430 00                                    |
| Essex.....                        | 90                       | 33    | 5                         | .....                       | 128                                        | 102                                                | 26                                      | 24                 | .....                             | 6                                       | 2                                          | .....             | .....                               | 1621 55                                    |
| Frontenac, Lennox, Addington..... | 220                      | 161   | 4                         | .....                       | 388                                        | 65                                                 | 323                                     | 67                 | 1                                 | 4                                       | 3                                          | .....             | 178 80                              | 4150 24                                    |
| Grey.....                         | 76                       | 14    | 4                         | .....                       | 94                                         | 66                                                 | 28                                      | 18                 | .....                             | 2                                       | .....                                      | .....             | .....                               | 1763 76                                    |
| Haldimand.....                    | 49                       | 6     | 4                         | 1                           | 62                                         | 43                                                 | 19                                      | 8                  | .....                             | 2                                       | .....                                      | .....             | 124 00                              | 1990 00                                    |
| Huron.....                        | 51                       | 8     | 1                         | .....                       | 60                                         | 46                                                 | 14                                      | 11                 | .....                             | .....                                   | .....                                      | .....             | .....                               | 1107 90                                    |
| Hastings.....                     | 54                       | 55    | 10                        | 1                           | 120                                        | 65                                                 | 55                                      | 22                 | .....                             | 1                                       | .....                                      | .....             | .....                               | 930 00                                     |
| Huron and Bruce.....              | 136                      | 9     | 2                         | 2                           | 149                                        | 121                                                | 28                                      | 22                 | .....                             | 4                                       | 1                                          | .....             | 140 00                              | 2029 03                                    |
| Kent.....                         | 65                       | 9     | 2                         | 1                           | 77                                         | 53                                                 | 24                                      | 15                 | .....                             | 5                                       | .....                                      | .....             | .....                               | 1344 31                                    |
| Lambton.....                      | 67                       | 18    | 2                         | .....                       | 107                                        | 86                                                 | 21                                      | 14                 | .....                             | 4                                       | .....                                      | .....             | .....                               | 1568 64                                    |
| Lanark and Renfrew.....           | 83                       | 9     | 6                         | .....                       | 98                                         | 67                                                 | 31                                      | 19                 | .....                             | 2                                       | .....                                      | .....             | .....                               | 1896 00                                    |

|                                     |      |       |       |       |      |      |       |       |       |       |       |       |              |            |
|-------------------------------------|------|-------|-------|-------|------|------|-------|-------|-------|-------|-------|-------|--------------|------------|
| Leeds and Grenville.....            | 81   | 42    | 13    | ..... | 136  | 52   | 84    | 31    | 1     | 3     | ..... | ..... | .....        | 2237 96    |
| Lincoln.....                        | 70   | 19    | 7     | 2     | 96   | 72   | 26    | 20    | ..... | 1     | ..... | ..... | .....        | 2500 00    |
| Middlesex.....                      | 328  | 132   | 16    | 10    | 488  | 231  | 257   | 61    | 1     | 7     | ..... | ..... | .....        | 4732 00    |
| Norfolk.....                        | 61   | 8     | 3     | 4     | 76   | 62   | 24    | 9     | 2     | 1     | ..... | ..... | .....        | 2334 62    |
| Northumberland and Durham.....      | 117  | 64    | 7     | 4     | 192  | 119  | 73    | 25    | ..... | 5     | ..... | ..... | .....        | 4073 17    |
| Ontario.....                        | 50   | 14    | 6     | ..... | 70   | 59   | 11    | 15    | ..... | 3     | ..... | ..... | .....        | 2872 00    |
| Oxford.....                         | 118  | 17    | 3     | ..... | 138  | 98   | 40    | 24    | ..... | 1     | ..... | ..... | .....        | 2274 00    |
| Perth.....                          | 72   | 6     | 1     | ..... | 79   | 68   | 11    | 10    | ..... | 5     | ..... | ..... | .....        | 1453 40    |
| Peterborough.....                   | 96   | 19    | 1     | ..... | 116  | 108  | 8     | 19    | ..... | 2     | ..... | ..... | .....        | 1302 60    |
| Prescott and Russell.....           | 16   | 2     | 1     | ..... | 19   | 15   | 4     | 7     | ..... | 7     | ..... | ..... | .....        | 889 68     |
| Prince Edward.....                  | 33   | 4     | 6     | ..... | 43   | 28   | 15    | 7     | 1     | ..... | ..... | ..... | .....        | 1031 13    |
| Simcoe.....                         | 122  | 21    | 6     | ..... | 149  | 114  | 35    | 23    | 1     | 6     | ..... | ..... | .....        | 2739 94    |
| Stormont, Dundas and Glengarry..... | 40   | 4     | 2     | 1     | 47   | 45   | 2     | 11    | 1     | 4     | ..... | ..... | .....        | 1346 09    |
| Victoria.....                       | 41   | 4     | 1     | ..... | 46   | 46   | ..... | 11    | 2     | ..... | ..... | ..... | .....        | 189 48     |
| Waterloo.....                       | 35   | 3     | 3     | ..... | 41   | 36   | 5     | 9     | ..... | 2     | ..... | ..... | .....        | 1518 00    |
| Welland.....                        | 31   | 9     | 8     | ..... | 48   | 34   | 14    | 11    | 1     | 2     | ..... | ..... | .....        | 1337 00    |
| Wellington.....                     | 193  | 47    | 5     | 1     | 246  | 169  | 77    | 25    | ..... | 2     | ..... | ..... | .....        | 2195 00    |
| Wentworth.....                      | 398  | 397   | 28    | 22    | 845  | 279  | 566   | 84    | 1     | ..... | ..... | ..... | .....        | 7362 91    |
| York and Peel.....                  | 884  | 948   | 82    | 47    | 1961 | 1666 | 295   | 217   | 1     | 3     | ..... | ..... | .....        | 11565 62   |
| District of Algona.....             | 21   | ..... | ..... | ..... | 21   | 21   | ..... | ..... | ..... | ..... | ..... | ..... | .....        | 1162 00    |
| Totals.....                         | 4175 | 2237  | 273   | 103   | 6788 | 4463 | 2335  | 906   | 20    | 101   | 1     | ..... | 26 \$1026 80 | \$73761 17 |

STATEMENT of the Principal Statistical Information compiled from the Annual Returns of the Sheriffs.

LOWER CANADA.

| NAME OF COUNTY.               | PRISONERS, 1863.      |       |                        |        | Total No. of imprisonment. | No. of prisoners—first imprisonments. | No. of prisoners for other than first offences. | Greatest number in gaol at one time. | Number of escapes. | Number of lunatics received. | Number of prisoners become insane. | Number of suicides committed in gaol. | Number of deaths. | Produce of labor of prisoners. | Expenses of the gaol for the year 1863. |
|-------------------------------|-----------------------|-------|------------------------|--------|----------------------------|---------------------------------------|-------------------------------------------------|--------------------------------------|--------------------|------------------------------|------------------------------------|---------------------------------------|-------------------|--------------------------------|-----------------------------------------|
|                               | Over 16 years of age. |       | Under 16 years of age. |        |                            |                                       |                                                 |                                      |                    |                              |                                    |                                       |                   |                                |                                         |
|                               | Men.                  | Women | Boys.                  | Girls. |                            |                                       |                                                 |                                      |                    |                              |                                    |                                       |                   |                                |                                         |
| Gaspé } County of Bonaventure | 12                    | 3     |                        |        | 15                         | 15                                    |                                                 | 7                                    | 1                  | 1                            |                                    |                                       |                   |                                | 723 02                                  |
| do } County of Gaspé          | 3                     | 3     |                        |        | 3                          | 3                                     |                                                 |                                      |                    |                              |                                    |                                       |                   |                                | 423 55                                  |
| Manouraska                    | 13                    | 3     | 1                      | 4      | 21                         | 12                                    | 0                                               | 12                                   | 2                  | 2                            |                                    |                                       |                   |                                | 364 25                                  |
| Montreal                      | 2395                  | 1844  | 59                     | 31     | 4329                       | 2006                                  | 2323                                            | 382                                  | 44                 | 44                           | 1                                  | 31                                    | 945 55            | 26086 59                       | 1471 91                                 |
| Ottawa                        | 35                    | 4     | 2                      |        | 41                         | 36                                    | 5                                               | 11                                   |                    |                              |                                    | 1                                     |                   |                                | 9989 95                                 |
| Quebec                        | 791                   | 200   | 23                     | 3      | 1017                       | 749                                   | 268                                             | 184                                  | 18                 | 18                           |                                    | 8                                     | 3062 26           | 1946 74                        |                                         |
| St. François                  | 86                    | 5     | 3                      |        | 94                         | 63                                    | 31                                              | 23                                   | 2                  | 2                            |                                    |                                       |                   |                                | 2043 02                                 |
| Three Rivers                  | 233                   | 48    | 19                     | 2      | 302                        | 123                                   | 179                                             | 34                                   | 5                  | 5                            |                                    | 4                                     |                   |                                | 832 56                                  |
| Arthabaska                    | 31                    | 5     | 3                      |        | 39                         | 38                                    | 1                                               | 14                                   | 2                  | 2                            |                                    |                                       |                   |                                | 232 31                                  |
| Beauce                        | 10                    |       |                        |        | 10                         | 10                                    |                                                 | 2                                    | 1                  | 1                            |                                    |                                       |                   |                                | 875 70                                  |
| Beauharnois                   | 49                    | 2     | 5                      |        | 56                         | 51                                    | 5                                               | 18                                   |                    |                              |                                    |                                       |                   |                                | *1200 00                                |
| Bedford                       | 73                    | 2     | 1                      | 1      | 77                         | 76                                    | 1                                               | 36                                   | 5                  | 2                            |                                    |                                       |                   |                                | 284 53                                  |
| Châteaufort                   | 5                     |       |                        |        | 5                          | 5                                     |                                                 | 2                                    |                    |                              |                                    |                                       |                   |                                | 637 31                                  |
| Châteaufort                   | 5                     |       |                        |        | 5                          | 5                                     |                                                 | 2                                    |                    |                              |                                    |                                       |                   |                                | 45 77                                   |
| Iberville                     | 41                    | 6     |                        |        | 47                         | 45                                    | 2                                               | 11                                   | 4                  | 4                            |                                    |                                       |                   |                                | 960 23                                  |
| Joliette                      | 40                    | 3     | 1                      |        | 44                         | 39                                    | 5                                               | 15                                   | 2                  | 2                            |                                    |                                       |                   |                                | 698 87                                  |
| Montmagny                     | 13                    | 2     |                        |        | 15                         | 14                                    | 1                                               | 7                                    | 2                  | 2                            |                                    |                                       |                   |                                | 800 00                                  |
| Michellieu                    | 59                    | 5     | 2                      | 1      | 66                         | 63                                    | 3                                               | 7                                    |                    |                              |                                    |                                       |                   |                                | 546 23                                  |
| Limouski                      | 37                    |       |                        |        | 37                         | 31                                    | 6                                               | 18                                   |                    |                              |                                    |                                       |                   |                                | 295 00                                  |
| Régouney                      | 1                     |       |                        |        | 1                          |                                       |                                                 | 1                                    |                    |                              |                                    |                                       |                   |                                | 606 02                                  |
| St. Hyacinthe                 | 40                    | 7     | 5                      |        | 52                         | 46                                    | 6                                               | 16                                   | 1                  | 1                            |                                    |                                       |                   |                                | 1000 00                                 |
| Yarobonne                     | 19                    | 6     | 2                      | 1      | 28                         | 19                                    | 9                                               | 12                                   | 2                  | 2                            |                                    |                                       |                   |                                | 51790 70                                |
| Totals for Lower Canada       | 3986                  | 2145  | 126                    | 43     | 6300                       | 3145                                  | 2855                                            | 813                                  | 12                 | 84                           |                                    | 1                                     | 43                | 4118 58                        | 51790 70                                |
| do for Upper Canada           | 4175                  | 2217  | 273                    | 103    | 6788                       | 4553                                  | 2335                                            | 906                                  | 20                 | 101                          |                                    | 1                                     | 26                | 1026 80                        | 73781 17                                |
| Totals for Canada             | 8161                  | 4362  | 399                    | 146    | 13088                      | 7698                                  | 5190                                            | 1719                                 | 32                 | 185                          |                                    | 1                                     | 69                | 5145 38                        | 125571 87                               |

\* The expense of this gaol is taken from last year's return, no others having been received.  
 † This does not include Salaries.  
 (a) One female prisoner appeared insane, the Sheriff states, for about fifteen days.



## IV.

## COMMON GAOLS OF LOWER CANADA.

The statistical information concerning the gaols of Lower Canada will be found in one of the tables at the beginning of this report. With regard to the rest, as the Board had no reason to act collectively in respect of these gaols, the Inspectors have only now to allude to the visits paid to them severally. The account of these visits naturally belongs to the special reports of each Inspector, which form part of this general report, and they will be found immediately following. All questions of administration which arose during the year were the subjects of special reports, and were settled by the Government.

The Inspectors are happy to be able to state that the miserable position of the jailers and turkeys of the gaols in the new judicial districts of Lower Canada has been slightly improved, by the Government granting them a small increase of salary.

All the remarks made last year on the *absolute insufficiency of the Montreal Gaol, the necessity of completing the new Quebec Gaol*, on the miserable condition of the Sherbrooke, Bonaventure, and Gaspé Gaols, are, unfortunately, again applicable in 1863.

Another recommendation which the Inspectors think it their duty to repeat, is that of the construction of the surrounding walls which are urgently required for each gaol.

As the special reports of the Inspectors establish the continuation of the aggravated difficulties caused by the defects pointed out, the Board does not consider it necessary to do more than refer here to the observations upon these matters, as made at length in the annual reports for the last five years.

## CENTRAL GAOLS.

In their Preliminary and in their subsequent Reports, the Board have recorded their earnest recommendation in favor of the immediate establishment of a certain number of Central Gaols in Upper and Lower Canada.

The Board felt satisfied, from the outset, that no improvements or alterations which could be made in the Common Gaols—no prison rules which might be laid down—could avail to make those Gaols really useful as Houses of Correction.

The want of a proper staff of officers, especially of teachers and chaplains; the impossibility of proper classification, much more of individual separation of the prisoners; the insuperable difficulties in the way of employing them at hard labor—these and other considerations forced upon the minds of the Board the conviction that our Common Gaols could not be converted into reformatory institutions. Each year's experience has confirmed the Board in their conviction of the insufficiency of the Common Gaols, whether viewed as to their deterrent or their reformatory effects, and of the paramount necessity for the establishment of "Central Gaols," or *Local Penitentiaries*.

It was recommended that the "Central Gaols" should be placed under the control of the Government, with such a staff of officers and servants as would be sufficient for the proper discipline of the prison and industrial education of the prisoners.

To the "Central Gaols" should be sent all prisoners whose sentence would justify their being sent there, and all prisoners now sentenced to the Penitentiary whose sentences do not exceed two years.

The Board further recommend (and to this they attach much importance) that Magistrates should be given power to increase the length of the sentences pronounced upon "habitual offenders" (those who have been brought before them more than three or four times for any offence), in order that this class of prisoners should be sent to the Central Gaols, instead of to the County Gaols.

Among the many important advantages which might be expected to result from the establishment of this class of prisons are the following:—

1st. In the "Central Gaols" it would be comparatively easy, from the increased length of the sentences, the larger staff of officers, and the greater number of the prisoners, to provide means of employing the prisoners at "hard labor."

2nd. From the same causes, also, the prisoners in those gaols could be better classified and instructed.

3rd. The maintenance of these prisons would, notwithstanding the increased staff of officers, be much less costly in proportion to the number of prisoners than the Common Gaols at present.

4th. The Common Gaols would be relieved of a large proportion of their worst and most frequent inmates, and the means of classifying and separating the prisoners in them would be *per tanto* increased.

5th. The Penitentiary, now crowded to almost its utmost extent, would, if relieved as proposed, of all convicts whose sentences do not exceed two years, certainly suffice, for many years to come, for the wants of the country; whereas, under the present system, it will be absolutely necessary to take thought very soon for erecting another Penitentiary in some other part of the Province.

It is almost needless to add that the "Central Gaols," constituted as the Board propose, would not fail to be infinitely more deterrent and more reformatory than the Common Gaols could, under any circumstances, be made.

As there are now two gaols completed in Upper Canada—those at Toronto and Ottawa, and one nearly completed in Lower Canada—that at Quebec, which might be used as "Central Prisons," there does not seem to be any valid reason why this much-needed change in our prison system should not at once be made.

## V.

### GAOL OF THE COUNTY OF SIMCOE, BARRIE.

The old Gaol at Barrie has for years been presented by the Grand Juries as being a disgrace to the County of Simcoe. Not only was the accommodation of the gaol inadequate, but the building was in very bad repair, and the ventilation most defective.

The Board, from their first establishment, pressed upon the County Council the necessity of altering and adding to the gaol, so as to make it meet the requirements of the statute.

Plans for the required alterations and additions were accordingly submitted to the Board in 1860, and duly approved by them, and sanctioned by the Governor General in that year. The County Council, however, for reasons explained in last year's report, delayed from time to time commencing the alterations, and it was not until the close of 1862 that the work was actually begun.

It affords the Board much pleasure to report that contracts for a new gaol, to be attached to the old one, having been given out about the close of 1862, the winter was occupied by the contractor in the quarrying of stone at Mara, on Lake Couchiching, and on the opening of spring the work of building was so energetically commenced and continued during the summer that at the close of last year the whole was completed and prepared for occupation; and had not a delay taken place in the delivery of the stoves for heating, the Board would have had to record the removal of the prisoners into it. The stone of which the new prison is built is of excellent quality, and the workmanship, both in stone and iron, has been most faithfully executed.

The prison dietary, as laid down by the Board, is now in force, and it is very satisfactory to observe that the immediate effect has been to reduce the cost from 34 cents per diem, as under the previous arrangement, to 10 cents, or a saving of \$37.60 per head per annum. For the sake of convenience, however, the Council has retained the jailer's services as caterer for the prisoners.

In the month of April last the Sheriff of the County of Simcoe called the attention of the Government to the dangerous state of the dome of the old Gaol. The papers were referred to the Board, and in the month of May, three members of the Board (being then in the neighborhood), visited the gaol, accompanied by the Warden of the County. It was obvious, upon an inspection of the building, that the weight of the dome, which was built of solid stone, without any sufficient support, was too great for the walls, in which were visible many large cracks or rents, and that the whole dome would probably before very long come down. The Chairman of the Gaol Committee readily undertook to have

the matter brought under the notice of the County Council, and to make arrangements, without loss of time, for having the dome taken down. This was accordingly done in the course of the following month, happily without accident.

#### GAOL, COUNTY OF HASTINGS, BELLEVILLE.

For the last three years, the Board have not ceased to press upon the county authorities the necessity of making certain alterations in this gaol, which seemed to them to be imperatively required by the Statute. The County Council, however, on various pretexts, declined to proceed with the work. At the close of last year the Visiting Inspector of the Belleville Gaol was directed once more to bring the matter under the notice of the County Council, in the hope that they might be induced to adopt the views of the Board and conform to the requirements of the Statute. The Inspector accordingly held a conference with a Committee of the County Council, in the month of June last, when the whole question was fully discussed. The suggestions of the Inspector appeared to meet the views of the Committee of the Council, and he left the meeting under the impression that steps would soon be taken to carry out their suggestions. Instead of this, the Inspector was soon after notified by the Warden that, in consequence of the financial condition of the county, no additional assessment could be made during the year, and that nothing, therefore, could be done towards the alterations of the gaol.

Under these circumstances the Board felt that no alternative remained for them but to lay the whole case before the Executive Government, with a view to their taking such steps as might be thought advisable to enforce the provisions of the Statute. This was accordingly done, and the matter is now in the hands of the Executive.

It is, perhaps, unnecessary to add, that this gaol has again and again been condemned by the grand juries of the County of Hastings.

#### GAOL, COUNTY OF BRANT, BRANTFORD.

The plans for the additions to this gaol were approved by the Board and sanctioned by the Governor General in the year 1861. But the County Council, for reasons explained in previous reports, had not commenced the proposed additions at the close of 1862.

During the present year, however, the work has been energetically pushed forward, and the Board was notified in November last that the new gaol (for the addition made is, in fact, a new prison) would be handed over to the county authorities on the 23rd December last.

The addition to the gaol is very substantially built, and reflects great credit upon the county.

The new portion of the gaol contains 24 night cells. The number in the old gaol was only 11, and the number of prisoners confined there sometimes reached forty and upwards. Besides the utter insufficiency of the accommodation in the old prison, its construction was extremely defective. It was impossible to heat or ventilate it, and all the prisoners, male and female, could converse freely with each other when in their night cells.

It is contemplated hereafter, so as to remedy these grave defects, that the interior of the old gaol should be altered.

#### GAOL, UNITED COUNTIES LEEDS AND GRENVILLE, BROCKVILLE.

During the course of the past year, the much-needed alterations in the interior of this prison have been completed. By means of these alterations nine capital additional night cells have been obtained. The ventilation of the old cells has also been very materially improved by placing iron gratings over the cell doors. Many other minor improvements have also been made in the interior.

The wall enclosing the yard has also been raised considerably, and a cross wall, cutting up the yard unnecessarily, removed. A pump has also been put up in the yard, by means of which an ample supply of hard water is supplied; soft water is also now obtained in abundance, by saving the rain water from the roof and receiving it in a cistern. Until this year the supply of water, both hard and soft, was always insufficient.

The prison furniture prescribed by the Board has also been procured during the past year.

In their report for the year 1862, the Board referred to the fact, that they had not been able to induce the county authorities in these counties to conform to the prison rules respecting the feeding of the prisoners; at the close of 1862, the jailer was the contractor for the prisoners' food, and the prison dietary was not observed. The cost of the daily rations was then twenty-eight cents per day, for each prisoner. The Board are happy to have it in their power to state that they have been notified by the sheriff that, in the latter part of the year, arrangements were made to carry out, strictly, the prison rules as to dietary, by taking the contract from the jailer, and following rigidly the prescribed dietary. The result has been to reduce the cost of the daily rations to eight cents,—thus effecting a saving of one shilling per day on each prisoner, or, taking the average of the prisoners confined in the gaol during the last two years (150), and allowing twenty days' imprisonments for each, gives a saving of £150, yearly, in the feeding of the prisoners in this small gaol.

#### GAOL, COUNTY OF HALDIMAND, CAYUGA.

This gaol continues in the same state as it was last year. The County Council evince no desire to carry out the necessary alterations and additions approved by the Board and sanctioned by His Excellency the Governor General, so far back as 1860.

The water closets in this gaol are a standing and perpetual nuisance, and have been presented as such again and again, by the Grand Juries of the County of Haldimand.

#### GAOL, UNITED COUNTIES OF STORMONT, DUNDAS AND GLENGARRY, CORNWALL.

The Board, having failed in all their efforts to induce the County Council of the United Counties of Stormont, Dundas and Glengarry to take the necessary steps to alter this gaol, in conformity with the Statute, were unwillingly constrained to submit the case, as reported last year, to the Government to be dealt with by them.

It is with regret that the Board have to report that the County Council of these Counties still persevere in their course of "masterly inactivity," and the matter still remains in the hands of the Executive Government.

#### GAOL, UNITED COUNTIES OF FRONTENAC, LENNOX AND ADDINGTON, KINGSTON.

This gaol is now in precisely the same state, as regards its extent of accommodation for prisoners, and other material conditions, as when the Board was appointed in 1859. The Board found the gaol, then recently erected, one of the best of the Upper Canada prisons; the only material thing wanting in connection with the gaol, to make it satisfy the requirements of the law (see cap. 110, sec. 17, sub-sec. 13, Con. Stat. of Canada), being a secure wall to enclose the gaol yard.

The Board strongly urged upon the County Council of the United Counties of Frontenac, Lennox and Addington, the necessity of making this wall, without which the prisoners could not with safety be allowed into the yards, either for exercise or labor. Up to the present the Board have not succeeded in convincing the county authorities of the necessity of complying with the law.

In the internal administration of the gaol also, the local authorities have, hitherto systematically ignored that portion of the prison rules which directs that gaol clothing shall be provided for the prisoners. In their entries in the prison memorandum book in the Kingston gaol, the Inspectors have repeatedly called the attention of the gaol authorities to the indecent and disgraceful state in which they found many of the prisoners from the want of proper clothing, and particularly the case of a poor idiot who was lying in his own filth on a heap of straw, destitute of the slightest article of clothing. The Grand Juries of the Counties have also commented severely upon this state of things.

In the month of September, three of the Inspectors visited the gaol, where they had, by previous appointment, an interview with three intelligent and benevolent lady visitors of that prison.

The accommodation for the number of female prisoners usually confined in the gaol, is quite insufficient for the purposes of classification and separation. With a view to remedy to some extent this evil, the Inspectors, on the occasion of the last mentioned visit, recommended that the present large room, now used as a debtors' ward, but happily rarely occupied for that purpose, should be given up to the females, and one of the present small female wards given up to the debtors, for which purpose, it is thought, it would be amply sufficient. In this way much additional room would be secured for the women, and the old debtors' ward could be made to serve for the useful purpose, as suggested by the lady visitors, of a general sewing room for the women, who were able and willing, or could be made to work. For this purpose the room is admirably suited, being large, well ventilated and well lighted.

The Board would be glad to find in other gaols, such intelligent and earnest fellow-laborers in the cause of prison discipline and prison reform, as the lady visitors of the Kingston gaol.

#### GAOL, COUNTY OF MIDDLESEX, LONDON.

The Visiting Inspector of this gaol reported to the Board in July last, that, notwithstanding the extensive additions made during the year 1862, to this gaol, the accommodation is now, for the increased number of prisoners, quite inadequate to the present need of the County of Middlesex. The gaol has now 32 cells, and when visited in July, there were no less than 51 prisoners confined in it. The Inspectors accordingly recommended that the second story of the north side of the prison (occupied by female prisoners) should be divided similarly to the plan recently adopted successfully on the south side, or in such other way as the architect might consider most advantageous. In this way, ten or twelve additional cells would be secured.

The Inspector also reported that the room intended as a hospital for female prisoners is now used as a laundry, and that while it was plainly desirable that the washing for the prisoners should be done within the gaol by the females (whereby a considerable diminution of the gaol expenses is effected), yet that he thought it very unfortunate, considering the very insufficient accommodation of the gaol, that the room meant as a female hospital should be appropriated to that purpose, more particularly as the hospital ward, when not thus used, might have been made to serve for any special case which it was thought well to separate from the others. The Inspector, therefore, recommended that a small detached building should be put up in the yard for the purpose of a laundry, so as to leave the room now used for that purpose available as a hospital. The Board concurred in the recommendation of the Visiting Inspector, and their views were communicated to the Warden of the County of Middlesex, on the 29th July last. The Board have not, however, been favored with any reply to their official communication.

It is due to the county to state that the increased demand for accommodation in this gaol is owing, no doubt, mainly, if not altogether, to the unusual number of troops stationed in the city of London during the past year. When inspected in July there were eight soldiers in the gaol.

#### GAOL, UNITED COUNTIES OF LANARK AND RENFREW, PERTH.

The very handsome and substantial new gaol which the county authorities decided to build, as an addition to the wretched old prison, was completed before the close of the year 1863. When last visited by an Inspector, on the 10th Dec. last, the new gaol had not been taken possession of, but it was expected that the prisoners would be removed to it in the course of the ensuing week.

The new gaol is a credit to the county and an ornament to the rising town of Perth. It contains 18 night cells, which will probably be sufficient for the wants of the county for many years to come. The old gaol will no doubt continue to be made use of as a lock-up for vagrants, and in this way it will serve materially to relieve the pressure upon the new gaol, and to allow of a better classification and separation of the prisoners.

## GAOL, COUNTY OF PETERBOROUGH, PETERBOROUGH.

The County Council of the County of Peterborough wisely resolved, instead of attempting to patch up the old county gaol, to build a new one, in accordance with the views of the Board.

In the month of July last, plans and specifications for the proposed new gaol were accordingly submitted by Mr. Nichols, the engineer of the County Council, for the consideration of the Board. These plans, &c., were approved by the Board, subject only to certain modifications in the details. The plans having been sanctioned by His Excellency the Governor General in Council, in accordance with the views of the Board, were returned to the county authorities early in the month of September.

Some correspondence subsequently ensued between the county authorities and the Board in regard to the size of the stones to be used in the construction of the outer walls. The matter being arranged to the satisfaction of the county authorities, the Board received notice that contracts for the erection of the new gaol would be given out during the fall, and this has accordingly been done. The Board confidently hope that the gaol will be completed and occupied before the close of the current year, in terms of the stipulation in the contract.

## GAOL, COUNTY OF PRINCE EDWARD, PICTON.

The County Council of the flourishing County of Prince Edward came to the wise decision, in 1862, to build an entirely new gaol, in place of expending money in making repairs and additions to the old prison. The plans for the new gaol were duly approved by the Board and sanctioned by the Executive Government in the year.

The Visiting Inspector of the Picton gaol reported to the Board, however, that at the time of his visit to Picton (on the 18th June last) nothing had been done towards the erection of the proposed new gaol, and that finding this to be the case, he proposed to the Warden of the County to meet the Council at their approaching session on the 28th of that month, for the purpose of conferring with them on the subject. A conference was accordingly held on the 26th of June, and the Inspector reported to the Board that the County authorities found that the estimate for the proposed building was \$17,000, and that they were anxious to bring the expenditure within the sum of \$12,000. The Board, being desirous to meet the views of the County Council, consented, accordingly, to dispense with certain portions of the work, such as jailer's residence and ornamental cut stone cornices, &c., not absolutely necessary, but which had been included in the plans originally laid before the Board, and their decision was communicated to the Warden on the 31st of July. The Board hoped that by dispensing with these unessential matters the total cost of the proposed gaol would be brought within the limits contemplated by the County, and that the erection of the gaol on the reduced plan would be forthwith commenced.

## GAOL, COUNTY OF ESSEX, SANDWICH.

No attempt has been made by the County Council of Essex to carry out the alterations and improvements, recommended by the Board, in the gaol, so far back as 1860. It is indeed true that the building is, in some respects, superior to the great majority of the gaols at the time when the Board commenced their labors, still the present gaol is very insecure and greatly deficient as to means of classifying the prisoners confined in it. It is to be hoped that the County Council may be induced, this year, to proceed with the necessary improvements in the internal arrangements of the prison.

The Board are happy to be able to report the appointment of a matron to the gaol.

## GAOL, COUNTY OF ELGIN, ST. THOMAS.

The Board regret that they are unable to report any change in the condition of this gaol since they reported last year.

The County Council declined, in 1862, to carry out the plans for the alterations and additions recommended by the Board and approved by the Executive Government; the

crying necessity for these alterations and additions will be apparent on reference to early reports of the Inspectors, giving a description of this most wretched prison.

The whole matter has been under the consideration of the Executive Government since the latter part of 1862, and it rests for the Government to determine whether the County shall be permitted any longer to evade or neglect a compliance with the provisions of the law.

#### GAOL, COUNTY OF PERTH, STRATFORD.

In the Annual Report for 1862, it was stated that the Board had been advised, that at the close of the preceding year, a Resolution had been passed by the County Council of Perth, authorizing the necessary preliminary steps to obtain plans for a new Gaol. The Board regret that they are not able to report this year any further steps taken in the matter by the County Council.

The Grand Juries of the County have, during the course of the year, presented the gaol as being insecure.

The local Inspector had a conference with certain gentlemen of the County Gaol Committee, in the month of July last. It was then decided that the County Gaol ought to be condemned, and a new one erected. On his visit to the gaol in the month of December, the local Inspector found that no measures had been taken towards the erection of the new gaol, and that, in the meantime, the old one had become much more insecure, and totally unfit for the purpose of a place of confinement for criminals. The Jail Inspector accordingly notified the Warden of the County, that unless measures were adopted by the County Council at its next Session for the immediate construction of a new Gaol, he would feel himself compelled to ask the Board to represent the case to the Executive Government, in order that the County Council might be compelled to carry out the law.

#### GAOL, COUNTY OF LINCOLN, ST. CATHERINES.

The Warden of the County of Lincoln duly notified the Board, that under the authority of a Statute, the rate-payers of that County had decided that St. Catherines should be the County Town of the County of Lincoln, instead of Niagara. The Board were further informed, during the month of April, that the County Council had appointed a Committee on the subject of the new County buildings, and that the plans of the gaol would soon be submitted for their consideration. Since that time, however, the Board have had no further information on the subject of the proposed new County Gaol.

#### GAOL, CITY OF TORONTO.

The rebuilding of the central portion of this handsome structure, which had been destroyed by fire at the close of 1861, was not pushed forward with the rapidity which the Board could have wished. The consequence was, that the close of the past year still found the prisoners of the Counties of York and Peel, and of the City of Toronto, crowded together in the miserable, old County Prison. During the month of July last, the reconstruction of the central part of the new City Gaol being then far advanced, the Board called the attention of the City authorities to the necessity of taking timely measures to complete all the necessary preliminary arrangements, with a view to the occupation of the new gaol at the earliest possible moment.

The Board, at the same time, insisted upon the necessity of the appointment of at least one assistant-matron, one matron being quite inadequate for the attendance and proper management of the large number of female prisoners usually confined in the gaol.

During the month of December last, the Board were gratified to receive from the City Clerk of Toronto, a notification that the new gaol was ready for the reception of prisoners, and that it was proposed that the prisoners should be transferred to it from the old County Gaol in the course of a few days. The Inspectors confidently expect that if the Prison rules are strictly enforced in this gaol, and the separation and classification of prisoners carried out as far as possible, the number of habitual frequenters of the gaol will ere long be materially decreased.

## GAOL, COUNTY OF WELLAND, WELLAND.

When the Local Inspector visited this gaol, in May last, he found that, notwithstanding the repeated and earnest representations of the Board, the County Council of Welland had taken no steps whatever to improve the condition of the gaol and prevent it from falling hopelessly to ruin. The condition of the building was, as was to be expected and as the Board had predicted in their former report, worse than in the preceding year.

The Inspector entered a strong memorandum in the gaol book, again appealing to the County Council, and urging them to take immediate steps to obtain a report from a competent architect as to the state of the building, and, should the report recommend such a course as practicable, to proceed at once to make the wings secure.

The Inspector at the same time drew the attention of the Sheriff to the fact that no prison clothing had been supplied to the prisoners.

In the month of June, the Board were duly notified, that the Gaol Committee of the County Council had had the memorandum of the Local Inspector under consideration, and that they had recommended the employment of a competent architect to examine the gaol, and report upon the cost of repairing it.

They further reported that they had recommended the purchase of six suits of gaol clothing for the prisoners.

## VI.

## ALTERATIONS OF GAOLS IN UPPER CANADA.

The alterations and additions made during the course of the past year to the old gaols in Upper Canada, in order to satisfy the salutary requirements of chapter one hundred and ten of the Consolidated Statutes of Canada, have been detailed at length in the notices of the several gaols, contained in the preceding part of their report.

In order, however, to shew what has already been accomplished by the Board, and what yet remains to be done in this important branch of their labors, a schedule is subjoined, similar to one included in the report for 1862.

This schedule contains all the gaols in Upper Canada, and shews what old gaols have been erected or designed, and what old gaols have been altered and improved, since the Board entered upon its duties.

| NEW GAOLS.              | GAOLS ALTERED AND IMPROVED. | PLANS FOR ALTERATIONS, &c. OF GAOLS APPROVED. | GAOLS IN WHICH NOTHING HAS BEEN DONE. |
|-------------------------|-----------------------------|-----------------------------------------------|---------------------------------------|
| 1 Lindsay.              | 1 Barrie.                   | 1 Cayuga.                                     | 1 Belleville.                         |
| 2 Ottawa.               | 2 Berlin.                   | 2 Cornwall.                                   | 2 Hamilton.                           |
| 3 Toronto.              | 3 Brantford.                | 3 Milton.                                     | 3 Kingston.                           |
| 4 *Renfrew County Gaol. | 4 Brockville.               | 4 Niagara.                                    | 4 Owen Sound.                         |
| 5 *Bruce County Gaol.   | 5 Chatham.                  | 5 Peterboro'.                                 | 5 Sandwich.                           |
|                         | 6 Cobourg.                  | 6 Picton.                                     | 6 Stratford.                          |
|                         | 7 Goderich.                 | 7 Algona.                                     | 7 Welland.                            |
|                         | 8 Guelph.                   |                                               |                                       |
|                         | 9 London.                   |                                               |                                       |
|                         | 10 L'Original.              |                                               |                                       |
|                         | 11 Perth.                   |                                               |                                       |
|                         | 12 Sarnia.                  |                                               |                                       |
|                         | 13 Simcoe.                  |                                               |                                       |
|                         | 14 Whitby.                  |                                               |                                       |
|                         | 15 Woodstock.               |                                               |                                       |

\* These are new counties of which the gaols are not yet built.



On comparing this schedule with the similar one in the report for 1862, it will be found that four gaols, viz., Barrie, Brantford, Brockville and Perth, have been shifted from the third to the second column, and one, Peterboro', from the fourth to the third. In other words, in four gaols the necessary alterations and additions have been completed during the year, and in one the plans for the alterations have been approved, with a prospect, it may be remarked, of the work of alterations being commenced and finished this year. The only other change made in the schedule of last year, is the transfer from the third to the first column of the gaols for the new counties of Renfrew and Bruce respectively. These are proposed new gaols for new counties, and ought not to have been classed in column three.

There still remains a residue of fourteen gaols, the aggregate of those contained in columns three and four, where no alterations or additions have yet been made. In one-half of the number, the plans for the necessary alterations have been submitted by the County Councils to the Board, duly approved by it, and sanctioned by the Governor General in Council. In the remaining half, it has been hitherto found impossible to induce the County Councils to take even the initiatory step of submitting plans of the required alterations for the consideration of the Board.

Under these circumstances the Board, being convinced "that no material improvement in the discipline of the Common Gaols could be effected until the prisons themselves were made suitable for the confinement of the prisoners," felt compelled to bring the case of these recusant County Councils under the notice of the Executive Government, with a view to their adopting such measures as might be necessary to compel the County Councils to carry out the law.

Before leaving this part of their report, the Board desire to record, that the experience of the past year has confirmed the views they have always entertained, as to the necessity of beginning the work of prison reform, by altering and improving the old gaols, so as to adapt them to the improved system of prison discipline, which the Board desire to inaugurate. The alterations in the gaols is in fact the first step in the work of prison reform. Until that step is taken, little or nothing else can be done. It is, however, most satisfactory to find that where such alterations or additions have been made to the old gaols, so as to allow of the Prison Rules being rigidly enforced, there has already been a marked falling off in the number of prisoners confined in the gaol. In no place probably is this falling off more remarkable than at Ottawa. The present new gaol at that city is probably the best in Canada, and the old gaol was probably about the very worst; and yet the new gaol is much more dreaded by the prisoners than the old one was! The total number of prisoners last year in the new gaol was 232, as against 416 in the year 1861 in the old gaol. At Ottawa, as elsewhere, the keepers of the gaols stated that the prisoners all objected to the new gaols; they *liked* the old gaols much better! There needs no stronger argument in favor of the new gaols. This dislike to the new gaols on the part of the prisoners—a dislike which the Board trust to increase in time—is due partly no doubt to the change of dietary, and the general strictness of the present prison discipline as compared with the no-discipline which formerly prevailed in them; but it is mainly owing, in the opinion of the Board, to the comparative separation of the prisoners from one another under the new régime. In the old gaols the cells might be filthy, the air pestilential, and the food bad, although the latter was not generally the case; but at least the prisoners could spend the day together round the stoves in the day rooms, and enjoy the unspeakable comfort of sleeping at night three or four in a cell!

It is because the Board are persuaded, both from common sense and from past experience, that properly-conducted gaols are the first step to a proper system of prison discipline, that they have invited the attention of the Government to the cases of those Municipal Councils who have deliberately refused or neglected to carry out the provisions of the Law as to the improvements of their gaols; and the Board trust that the Government will not hesitate to avail itself of those powers which the law gives it, so as to prevent such recusant municipalities from practically annulling the provisions of a wise and salutary Statute, by their ignorance and short-sighted parsimony.

## VII.

## PRISON RULES.

It is with satisfaction that the Board are enabled to state that the rules drawn up by the Inspectors are gradually coming to be better observed at the various gaols. They have felt some delicacy in enforcing a sudden change from the old management of the prisons to the more strict exactions of the new. They have chosen, rather, by advice and persuasion, to carry with them a willing, active zeal in introducing the new discipline than an unwilling simple acquiescence in it, and they now find the local authorities, generally, carrying out the prison rules, so far, with cordiality. They have, however, to notice that among those not strictly observed is the one which enjoins the separation of prisoners,\* so far as the circumstances of the gaol will permit, and particularly that of the accused from the sentenced. Another rule not strictly observed is that recommending, although not absolutely directing, except in city gaols, the employment of a matron over the female prisoners. At some of the rural prisons no matron is as yet regularly appointed, and at others, although an appointment has been made, the salary granted has been fixed at a sum so inadequate as to indicate a doubt, from the first, whether persons of respectability would take it, or if they did for a time, whether the salary would not again be saved by their throwing up the office after a short trial of its duties.

## PRISON DIETARY.

An important change has been effected on this head at many of the gaols where the diet prescribed in the prison rules had not previously been introduced. The councils of some of the counties, under whose control the gaols referred to are situated, have been so convinced, during the past year, of the superiority and economy of the new system of diet, that they have made arrangements for it to be followed hereafter.

The Board are strongly opposed, in principle, to the jailer being himself the caterer or contractor for the supply of food for the prisoners under his charge, and they framed the rules on this point in that view. They have to observe, however, that at some of the gaols, probably from the difficulty of obtaining contractors for a small number of prisoners and the want of a regular market, the jailer still remains the supplier of food for the prison, but at a greatly reduced price from the old rate. At one gaol, for instance, where the old rate of 34 cents per day was paid, the prison diet is now furnished for ten cents; at another, where 22 cents were paid, the charge has been reduced to 12, the jailer, in both cases, having been made the contractor. A saving is thus still effected to the public, although not in the manner which the rules contemplate. But the Board are of opinion that in all such cases the jailer should be made the purchaser simply of the necessary supplies and charge the outlay in account, and not that he should be engaged as the contractor.

Attention was drawn in last report to the Montreal gaol, by contrasting the practice there, where the prison dietary had not been observed, with that of the Quebec gaol, where it was, and they have now pleasure in recording that cooking apparatus has been put up at the Montreal gaol, by means of which the dietary can be carried out hereafter at that prison as at others, and they do not hesitate to predict that the health of the establishment will not only be very much improved, but that the slight additional cost of the diet will be much more than made up by a diminution of the charges for medical comforts, which in years past have amounted to no less a sum than from \$4000 to nearly \$5000 per annum.

## EMPLOYMENT OF PRISONERS.

The Board confess that they are still at a loss to devise means for the employment of prisoners, nor do they see any prospect of being able to effect this most desirable object

\* In the month of August last, the Board addressed a circular to the Sheriffs in Upper and Lower Canada, calling their attention to several of the Prison Rules which were not enforced as they should be, and particularly insisting upon the carrying out of the separation of the prisoners as far as possible.

until central gaols shall have been established in which the labor of the prisoners can be concentrated and utilized.

Scattered, as the prisoners are at present over the whole Province, at points at great distance apart, it is impossible to find suitable labor for them, or to engage suitable foremen to direct them. It is only in central gaols where such concentration can take place, or the hiring of skilled men to instruct the convicts, can be justified. But in the meantime there are localities where prisoners can be put to some kind of labor, if the municipalities chose to avail themselves of it. At Montreal, for example, the prisoners can be employed in breaking stones for the corporation, if the road committee of that body saw fit to make arrangements for the delivery of the material and for taking it away; but so little desirous do they seem to be of taking advantage of the situation, or of aiding in reducing crime in the city, by ensuring its punishment by means of compulsory labor, that thousands of loads of broken stone have encumbered the yards of that gaol for a length of time, and encumber them now. So at Toronto, the labor of the prisoners has been offered to the corporation for nothing, provided they would provide the stones for breaking and pay for the cartage of it when broken, but it is only occasionally that the work is asked for. At Guelph the labor of the prisoners has also been offered to the town *gratis*, if they would only employ it, but hitherto without result.

The Board, seeing such apathy on the part of public authorities, naturally ask themselves what can be the reason of it? and that also in opposition to what certainly seems to be their interest. It is also thrown upon the Board to reflect upon what sort of labor the common gaol prisoners can be put to, the product of which it will be possible to dispose of, when the gentlemen representing the interests of the local corporations refuse to employ, without any charge for it, that of which their constituencies stand in actual need, and for the payment of which, to contractors outside, their constituencies are necessarily taxed.

The argument, that able-bodied men in prison should be compelled to contribute, by their labor, something towards the cost of their maintenance, is a very good one, but the difficulty of practically acting upon it is great, when the public men of the towns in which these men are imprisoned decline to accept of their labor at any price, or even at no price.

The Board, however, would again strongly desire that the attention of the sheriffs and other gaol authorities should be directed to this important subject, and that their active services should be enlisted in procuring employment for the male portion of the prisoners.

With respect to females, employment in sewing and knitting, at least, can generally be obtained and continued without the necessity for any great outlay of money. At those prisons where matrons who take an energetic interest in the discipline of the prisons in which they serve, and in the welfare of the unfortunate creatures under their charge, materials for knitting are provided, and they are kept pretty steadily at work. The Inspectors are of opinion that, if no profit whatever were realized on the sale of the articles so made up, something would still be gained by the mere keeping of the women at work, in the way of discipline, and in habits of industry acquired; enough, and more than enough, to induce the local authorities to make permanent arrangements for so desirable an object.

#### PRISON BOOKS.

It is now upwards of two years since the Board laid before the Government, forms of books to be supplied to all the prisons, by which the necessary statistics might be made uniform and duly preserved, and the Board most respectfully beg to bring the matter again under notice, in the hope that the books may be placed in the hands of the sheriffs at an early date.

All respectfully submitted.

J. C. TACHÉ,  
E. A. MEREDITH,  
J. M. FERRERES,  
T. J. O'NEILL.

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ANNUAL REPORT

OF THE

QUARANTINE STATION

AT GROSSE ISLE.

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QUEBEC, November 30th, 1863.

SIR,—I have the honor to submit the usual Report of the Quarantine Establishment, Grosse Isle, for the season ending October 8, 1863.

A comparison of this Return with that of past seasons will be found to exhibit a more healthy condition of emigrants, a smaller mortality in Hospital and on the voyage, and fewer admissions to Hospital.

There died, on the passage out, on ship board, thirty-two; one of whom committed suicide by leaping overboard. There were ten births on the voyage.

Owing to a delay in the issue of the Quarantine Proclamation in sufficient time to supply the pilots before leaving port, several of the early emigrant vessels passed up to Quebec without bringing up at Grosse Isle for inspection. Among these were several on board of which sickness of a contagious nature had prevailed on the voyage, and on board of which deaths from such diseases had taken place. I subjoin a return of the names and number of such vessels.

The sick from the ships were sent, on arrival at Quebec, to the Marine and Emigrant Hospital,—at least all such who were too ill to proceed; the others, with their foul clothes and accumulated filth of the voyage, were forwarded or proceeded westward without the advantage of the thorough washing, and ventilation of baggage, which they undergo at Grosse Isle.

It is to be desired that measures be taken in time, the ensuing season, to supply the pilots with the Proclamation, so that emigrant ships may be able to avail themselves of the advantages so liberally furnished by the Provincial Government at Grosse Isle, for a thorough cleansing of clothes and bedding, as well as hospitals for the reception of disease. Steps should also be taken to enforce the provisions of the Quarantine law in all cases where diseases and deaths occur on steamers from Europe. Cases of small pox, of diphtheria and measles have occurred on board of these steamers on the voyage, and been landed at Quebec or Point Levy. The dead body of an emigrant, by the S.S. *United Kingdom*, reported to have died from diphtheria, was landed in the Lower Town at mid-day. Another body of an emigrant, who had died from typhus fever, on board the S.S. *Damascus*, was taken over to the depôt of the railway at Point Levy, where I saw it and ordered it to be taken to the burying ground near the Marine and Emigrant Hospital. The law provides very clearly that where cases of contagious disease or deaths have taken place on the passage out in these steamers, that they shall be subject to all the rules applicable to sailing vessels in like cases.

I am convinced that the prevalence of contagious diseases in the Provinces the past two years, as at Brockville now and the Penitentiary last year, may be traced to the neglect of those means which have hitherto proved efficacious in arresting, at Grosse Isle, all diseased emigrants.

In consequence of the small number of sick requiring treatment in Hospital, and the few passengers landed on the Island this season, I was able to make available the services of the different employés in putting the various buildings in thorough repair, and in whitewashing and painting the sheds and houses, the latter, not having been painted for fourteen years, were suffering from want of protection.

The valuable and useful deep-water wharf was re-planked throughout its entire extent, and the sides repaired.

The Hospital cook and nurse (the only two females employed) were engaged all their spare time in repairing all the hospital bedding and stores; going over the whole large stock during the season. I subjoin, in a separate Return, the more important works thus done without any outlay to the Province, except for whitewash brushes, lime, paint, oil, and other materials. The labor performed by the boatmen, policemen and hospital attendants, on these works, has been more than equal to their pay, estimating the work done by them at the rates formerly paid to contractors.

I have the honor to be,

Your obedient servant,

GEO. DOUGLAS, M.D.,  
Med. Sup. and Sup. of Emigration.

The Hon. J. Letellier de St. Just,  
Minister of Emigration, &c.

RETURN of Sick admitted, discharged and died from the Quarantine Hospital,  
for the year 1863.

| COUNTRY OF BIRTH. | SEX. |        |           |        | DISEASES. |            |            |                 | DEATHS.       |            |            | DISCHARGED. |        |           |        |
|-------------------|------|--------|-----------|--------|-----------|------------|------------|-----------------|---------------|------------|------------|-------------|--------|-----------|--------|
|                   | Men. | Women. | Children. | Total. | Fever.    | Small Pox. | Dysentery. | Other Diseases. | Typhus Fever. | Small Pox. | Dysentery. | Men.        | Women. | Children. | Total. |
| Ireland .....     | 1    |        |           | 1      |           |            |            |                 |               |            |            |             |        |           | 1      |
| Denmark .....     |      | 2      |           | 2      | 1         | 1          |            | 1               | 1             |            |            |             | 1      |           | 1      |
| Sweden .....      | 1    | 1      |           | 2      | 2         |            |            |                 |               |            |            | 1           | 1      |           | 2      |
| Germany .....     | 13   | 12     | 14        | 39     | 14        |            | 4          | 21              |               |            |            | 13          | 12     | 14        | 39     |
|                   | 15   | 15     | 14        | 44     | 17        | 1          | 4          | 22              | 1             |            |            | 14          | 14     | 14        | 43     |

GEO. DOUGLAS, M.D.,  
Medical Superintendent.

RETURN of Public Buildings, &c., at Grosse Isle, repaired in 1863 by the employés of the establishment, with the aid of one man sent from Quebec, and two laborers from Crane Island.

1. The deep-water wharf re-planked and sides repaired, new gates in the centre, and all in thorough repair.

2. Passenger shed No. 2 re-shingled and repaired—roof having been crushed by snow. Four other sheds underpinned and repaired throughout. Dwelling house of Roman

Catholic missionary, barracks of police, Protestant and Roman Catholic churches repaired; as also large passenger cook-house and well-house and all these buildings at Healthy Division whitewashed.

3. At Central Division, boatmen's houses re-shingled; dwelling houses of medical officers painted outside and roofs repaired; all other buildings whitewashed.

4. The three large hospitals raised and underpinned. Hospital cook-house repaired. Nurses' quarters re-shingled and shifted from hospital. House and out-buildings of assistant medical officers repaired. All these buildings whitewashed.

GEO. DOUGLAS, M.D.,  
Medical Superintendent.

RETURN of Passenger Ships that evaded the Quarantine Proclamation, by proceeding on direct to Quebec without inspection at Grosse Isle, in 1863.

| Registered Name.       | Master.            | Port.            | Sailed.  | Arrived. | Cargo.     | Passengers. |           |       |       |       |
|------------------------|--------------------|------------------|----------|----------|------------|-------------|-----------|-------|-------|-------|
|                        |                    |                  |          |          |            | Cabin.      | Steerage. | Born. | Sick. | Died. |
| Bark Nubia.....        | W. Little.....     | Londonderry...   | April 11 | May 15   | General..  | .....       | 186       | ..... | ..... | ..... |
| Bark Oriental .....    | H. Tom.....        | Plymouth.....    | April 12 | May 15   | General..  | 2           | 105       | ..... | ..... | ..... |
| Schooner Keppler.....  | Jürgens .....      | Hamburg .....    | April 2  | May 24   | General..  | 2           | 438       | 1     | ..... | 14    |
| Bark Norge .....       | O. Tetmundsen ..   | Bergen .....     | April 24 | June 4   | General..  | 1           | 279       | 1     | ..... | 4     |
| Bark Hebe .....        | Hanson.....        | Bergen.....      | May 7    | June 6   | General..  | .....       | 13        | ..... | ..... | ..... |
| Bark Geo. Joharm ..... | Rasemeyer .....    | Bremen .....     | April 8  | June 6   | General..  | .....       | 117       | ..... | ..... | 1     |
| Schooner Sleipner..... | H. Waage .....     | Bergen .....     | April 26 | June 7   | General..  | 23          | 121       | ..... | ..... | 1     |
| Bark Main.....         | H. Bull.....       | Hamburg.....     | May 3    | June 8   | Ballast .. | .....       | 294       | ..... | ..... | 3     |
| Bark Laurdal .....     | Petersen .....     | Porsgrund .....  | April 2  | June 8   | Ballast .. | 77          | 26        | 1     | ..... | ..... |
| Schooner Maple Leaf.   | Funnemarck.....    | Porsgrund .....  | March 24 | June 8   | Ballast .. | .....       | 89        | ..... | ..... | 2     |
| Brig William Tell..... | Christorphenser .. | Christiana ..... | April 30 | June 8   | Ballast .. | 1           | 147       | ..... | ..... | 1     |
| Bark Queen .....       | Hughes.....        | Liverpool.....   | April 24 | June 9   | General..  | 1           | 29        | ..... | ..... | 1     |
| Bark Hebe.....         | Olsen.....         | Stavanger.....   | May 15   | June 16  | Ballast .. | .....       | 66        | ..... | ..... | ..... |
| Bark Carrig .....      | Codd.....          | Wexford .....    | June 1   | July 19  | Ballast .. | .....       | 41        | ..... | ..... | ..... |
| S.S. United Kingdom.   | Ferrier.....       | Glasgow .....    | July 18  | Aug. 3   | Ballast .. | 10          | 375       | ..... | 1     | ..... |
| Bark Snowdon .....     | Langlois.....      | .....            | June 19  | Aug. 6   | .....      | .....       | 125       | ..... | ..... | †1    |
| S.S. St. Andrew .....  | Scott.....         | Glasgow .....    | August 1 | Aug. 18  | General..  | 8           | 132       | ..... | ..... | 1     |
| Bark Fleetwing .....   | Rjneiff.....       | Lanroig .....    | June 25  | Aug. 24  | Ballast .. | .....       | 25        | ..... | ..... | ..... |
| S.S. St. George.....   | Wiley.....         | Glasgow .....    | Oct. 7   | Sept. 23 | General..  | 16          | 186       | ..... | ..... | 4     |
| S.S. Damascus .....    | Dodds.....         | Liverpool.....   | Oct. 25  | Sept. 28 | General..  | .....       | .....     | ..... | ..... | *1    |

\* Fever.

† Master.

(Signed,)

GEO. DOUGLAS, M.D.,  
Medical Superintendent.

# ANNUAL REPORT

OF THE

## MARINE AND EMIGRANT HOSPITAL.

To the Inspectors of Gaols, Asylums, &c :

The Trustees of the Marine and Emigrant Hospital have the honor to present, together with their own annual report here following, the Report of the House Surgeon of the admissions, discharges and deaths which have occurred in the hospital during the year 1863, as also several statements of expenses incurred for the maintenance of the inmates in the same period.

The House Surgeon's report may be reduced to the following summary :—

|                                                                         |             |
|-------------------------------------------------------------------------|-------------|
| Number of patients who remained in hospital on 31st December, 1862..... | 65          |
| Admissions during the year, 18.....                                     | 1,568       |
|                                                                         | <hr/> 1,633 |
| Discharged.....                                                         | 1,489       |
| Deaths.....                                                             | 66          |
| Patients remaining on 31st December, 1863.....                          | 78          |
|                                                                         | <hr/> 1,633 |
| Average length of stay in hospital, days.....                           | 21          |
| Collective length of stay " ".....                                      | 34,779      |
| Daily average number of patients.....                                   | 95          |
| Number of deaths per cent.....                                          | 3.66        |

In this return six deaths are not included which took place within twenty-four hours after admission.

The admissions may be classed as follows :—

|                         |             |
|-------------------------|-------------|
| Seamen.....             | 931         |
| Emigrants.....          | 153         |
| Residents (paying)..... | 47          |
| " (on charity).....     | 502         |
|                         | <hr/> 1,633 |
| Catholics.....          | 830         |
| Protestants.....        | 798         |
| No religion.....        | 5           |
|                         | <hr/> 1,633 |

Besides the class of patients here mentioned, 1,153 persons have applied at the hospital to receive medical treatment as "out-patients." Of these were

|                         |       |
|-------------------------|-------|
| Residents.....          | 1,016 |
| Seamen or emigrant..... | 147   |

A comparison of the summary here given with that of former years will shew a considerable increase in the number of patients both in hospital and out-patients. This increase, which the trustees are glad to remark, is not the result altogether of the large number of vessels which visited the port in the course of last summer, but arises in part from the poor of the city profiting by the bounty of the Government, and coming in greater numbers than usual to apply for advice at an institution against which they were formerly much prejudiced.

One circumstance I should not omit to mention : the increase, namely, of about one per cent. in the mortality of the past year over that of former years. This increase is to be attributed to causes which could not be controlled, and may be explained by the fact that, in 1862, no more than two deaths occurred among forty-seven cases of small pox; whereas, in 1863, we find fifteen deaths registered out of seventy-seven cases admitted. But the registers of the different city parishes and those of the neighborhood shew a similar increase, for the most part larger, and in some cases twice as great. I must add that neither in the city, nor its environs above alluded to, has any sickness assumed the form of an epidemic within the last twelvemonth.

The statements appended to the present report will shew that the expenditure for the support of the hospital has amounted to \$22,595.12, viz. :—

|                                          |                    |
|------------------------------------------|--------------------|
| At the cost of Government.....           | \$21,841.02        |
| From beach lots.....                     | 240.00             |
| From paying patients.....                | 332.05             |
| House Physician.....                     | 120.00             |
| Sale of ashes.....                       | 4.00               |
| Paid in by the Collector of Customs..... | 58.05              |
| <b>Total .....</b>                       | <b>\$22,595.12</b> |

No doubt this is a very large sum ; and yet the trustees are glad to be able to state that there is a considerable diminution of the cost per head of the patients ; this was in 1862 about \$16.00, whereas in 1863 it did not exceed \$13.83. Moreover, the increase of a little less than \$3,000 in the current expenses of the year may be satisfactorily explained by the consideration that the number of patients was about a third greater, while the aggregate length of their stay in hospital was nearly one-fourth greater.

Respecting one item of the expenditure, the trustees think they ought to give some explanation—that of salaries. Not to mention the greatly increased number of servants and nurses rendered necessary by the number of patients, the trustees had to hire some for the special service of two wards which they were forced to open in the sheds for the reception and treatment of cases of small-pox. Besides their increase these cases seriously endangered the health of the hospital. In several instances, patients admitted to be treated for slight disorders caught small-pox. The trustees are glad to be able to add, that after the new arrangement was made, no instance of the transmission of disease by contagion occurred.

Another item the trustees think themselves bound to explain, that, namely, of carpenter's work. For a long time past the person whose duty it is to conduct the interments at Gros-Pin complained of the state of dilapidation into which his house had fallen, and that at last it had become nearly uninhabitable in winter. It became necessary to take the thing into serious consideration, and the repairs necessarily cost a rather large sum.

Another thing which had been long wanted, were presses in the wards in which the patients might stow away some of the articles which they have in common use. Such articles used to be scattered about on the beds or tables, to the great inconvenience and discomfort of the patients. These things the trustees thought it high time to procure, the visiting physicians having often remarked the want of them. They accordingly employed the hospital carpenter to make fifty little cupboards, which they placed between the beds, so as to serve also as tables, by such of the patients as are unable to take their meals at the common table. The sum appropriated for the purpose a little exceeded \$100.

Without disregarding that wise economy which is inseparable from good administration, and having in view the welfare of the patients, the trustees resolved to devote a certain amount to the embellishment of the precincts of the hospital. They accordingly ordered new plantations of forest trees, shrubs and flowering plants to be made in front of the hospital, and for their protection a wooden fence, substantial and yet elegant, which adds beauty to the outside of the edifice.

The trustees consider that it would be tedious to enlarge on the numberless details of their administration : one circumstance there is, however, to which they think it incumbent on them to invite your attention—the imperfect manner of supplying the hospital with water. For the reasons already set forth in their report of last year, they think it right to point out the unfortunate results which may arise from a continuance of the present



state of things. They have, it is true, had certain plumber's work done, which, by connecting the tanks of the two wings, increases the supply in some degree, but the daily supply from the water-works is still altogether insufficient.

In closing their report, the trustees desire to urge the importance of completing the railing round the hospital, as on several occasions, notwithstanding the careful watch kept up to prevent it, persons outside have succeeded in clandestinely introducing and supplying to the patients alcoholic liquors. The baneful influence of such a state of things, on the good order and internal economy of the hospital, may be easily understood.

The whole humbly submitted..

(Signed,)

P. WELLS,  
Secretary.

31st January, 1864.

**SUMMARY of the Expenses of the Marine and Emigrant Hospital, during the year 1863.**

|                                                   | \$   | cts. | \$      | cts. |
|---------------------------------------------------|------|------|---------|------|
| Salaries—officers and servants.....               | 5928 | 91   |         |      |
| Allowance to chaplains.....                       | 285  | 00   |         |      |
| Allowance to apothecary.....                      | 120  | 00   |         |      |
| Provisions supplied to officers and servants..... | 1332 | 80   |         |      |
|                                                   |      |      | 7669    | 71   |
| Dieting of the sick.....                          | 5208 | 68   |         |      |
| Medical comforts.....                             | 56   | 25   |         |      |
| Wine, beer, spirits.....                          | 401  | 53   |         |      |
| Drugs, surgical instruments, etc.....             | 1022 | 11   |         |      |
|                                                   |      |      | 6638    | 57   |
| Cartage.....                                      | 87   | 17   |         |      |
| Fuel.....                                         | 1356 | 45   |         |      |
| Ice.....                                          | 16   | 00   |         |      |
| Interments.....                                   | 177  | 50   |         |      |
| Light.....                                        | 460  | 90   |         |      |
| Straw.....                                        | 161  | 01   |         |      |
| Washing.....                                      | 1137 | 99   |         |      |
| Water (30th April, 1863).....                     | 400  | 00   |         |      |
|                                                   |      |      | 3797    | 02   |
| Advertising, printing and stationery.....         | 127  | 31   |         |      |
| Children born in Hospital, to provide for.....    | 420  | 00   |         |      |
| Candlesticks for C. Chapel.....                   | 64   | 50   |         |      |
| Crockery-ware.....                                | 77   | 03   |         |      |
| Dry goods.....                                    | 870  | 16   |         |      |
| Furniture.....                                    | 171  | 85   |         |      |
| Gravel.....                                       | 30   | 00   |         |      |
| Hardware.....                                     | 47   | 73   |         |      |
| Insurance premium.....                            | 189  | 00   |         |      |
| Labor.....                                        | 76   | 65   |         |      |
| Sewing.....                                       | 57   | 20   |         |      |
| Sundries.....                                     | 56   | 80   |         |      |
| Trees (planted) and plants.....                   | 54   | 20   |         |      |
|                                                   |      |      | 2242    | 42   |
| Cartwright work.....                              | 42   | 00   |         |      |
| Gas-fitter work.....                              | 129  | 97   |         |      |
| Joiner work.....                                  | 1147 | 19   |         |      |
| Plumber work.....                                 | 545  | 75   |         |      |
| Stone-cutter work.....                            | 62   | 00   |         |      |
| Smith work.....                                   | 220  | 04   |         |      |
| Tin-smith work.....                               | 50   | 44   |         |      |
|                                                   |      |      | 2197    | 39   |
| Total.....                                        |      |      | \$22595 | 12   |

# REPORT

OF THE

## PROVINCIAL LUNATIC ASYLUM

### AT TORONTO.

To the Inspectors of Asylums, &c., of Canada :

GENTLEMEN,—In conformity with legal requirement, I have the honor of submitting to your Board the following Report of the Provincial Lunatic Asylum, at Toronto.

On 1st January, 1862, the number of patients remaining in the Chief Asylum and the University branch was as follows :—

|                                                  | MEN.       | WOMEN.     | TOTAL.     |
|--------------------------------------------------|------------|------------|------------|
| In Chief Asylum.....                             | 183        | 164        | 347        |
| In University branch.....                        | 7          | 60         | 67         |
| <b>Total.....</b>                                | <b>190</b> | <b>224</b> | <b>414</b> |
| The admissions, during 1863, have been.....      | 71         | 97         | 168        |
| <b>Making total under treatment in year.....</b> | <b>261</b> | <b>321</b> | <b>582</b> |
| The discharges have been.....                    | 36         | 49         | 85         |
| Elopiements.....                                 | 2          | ..         | 2          |
| Deaths (including University branch).....        | 14         | 11         | 25         |
| Transfers to Orillia Asylum.....                 | 6          | 6          | 12         |
| <b>Thus leaving in, 1st January, 1864.....</b>   | <b>58</b>  | <b>66</b>  | <b>124</b> |
| <b>Total.....</b>                                | <b>203</b> | <b>255</b> | <b>458</b> |
| <b>Total.....</b>                                | <b>261</b> | <b>321</b> | <b>582</b> |
| The above 458 patients are distributed thus :—   |            |            |            |
| In Chief Asylum.....                             | 198        | 182        | 380        |
| In University branch.....                        | 5          | 73         | 78         |
| <b>Total.....</b>                                | <b>203</b> | <b>255</b> | <b>458</b> |

A net increase of the inmates in the two institutions, amounting to 44, has taken place within the year—viz., at the Chief Asylum 33, and at University branch 11.

As the Medical Superintendent of the Orillia branch will make the return for that institution, I do not include the figures in this report.

The total admissions, from the first opening of the asylum, in 1841, have been 2,978, viz. :—

|                    |     |   |              |
|--------------------|-----|---|--------------|
| Married men.....   | 702 | } | 1,580        |
| Single do.....     | 878 |   |              |
| Married women..... | 899 | } | 1,398        |
| Single do.....     | 499 |   |              |
| <b>Total.....</b>  |     |   | <b>2,978</b> |

Of the above 2,978 lunatics,

|                                               | MEN. | WOMEN. | TOTAL. |
|-----------------------------------------------|------|--------|--------|
| There have been discharged .....              | 872  | 706    | 1,578  |
| “ have died.....                              | 319  | 260    | 579    |
| “ have eloped .....                           | 28   | 9      | 37     |
| “ were assigned to Malden Asylum in 1861..... | 108  | 91     | 199    |
| Remain in Chief Asylum.....                   | 198  | 182    | 380    |
| “ in University branch.....                   | 5    | 73     | 78     |
| “ in Orillia branch.....                      | 50   | 77     | 127    |
| Total.....                                    |      |        | 2,978  |

It may be necessary to observe, that as patients are never discharged unrecovered, unless when taken home by their friends, contrary to advice, or in a few exceptional instances with my concurrence, and the whole number thus removed being trivial, our return of discharges may be regarded as approximating the number of recoveries; the difference, would perhaps be nearly covered by adding the number of elopements, which, when successful, are almost invariably effected by patients recovered, or nearly so, and who, in consequence, are detained at home by their friends.

In all instances to the contrary, the patients are sent for by me and brought back to the asylum.

There is a manifest disproportion in the male and female admissions in the past year, which I am unable to explain: those of the former sex having been 71, and of the latter 97. The discharges shew an equal proportionate difference, viz.: men 36, women 49.

In 1862 the male admissions were 93, and female 84; and the discharges, male 57, and female 48.

The aggregates for 1862 and 1863 are: male admissions 164, female 181; and discharges, male 82, female 81.

The aggregates for 1860 and 1861 were: male admissions 191, female 198; male discharges 77, female 89; and for the entire four years,—male admissions 355, female 379; male discharges 159, female 170.

The proportion of discharges to admissions, for the four years named, is exactly the same in both sexes; that is, within a fraction of 45 per cent. From these figures, the fact of equal curability of insanity in the sexes would appear manifest; as well as that of nearly equal incidence. In the past 10½ years the male admissions have been 777, and the females 820.

The total discharges of males, since the first opening of the asylum, are, to the admissions, as 55 to 100, and of females, as 50½ to 100.

The total deaths have been 579, to which are to be added 19 from the 199 patients assigned to the Malden Asylum, on the declaration of its independence in 1861, making together 598 in the period of 22 years and 11 months, or about 19½ per cent. of the aggregate admitted.

The aggregate of discharges, deaths and elopements, in the above period, is 2,213, which is a little less than 75 per cent. of the total admissions; consequently rather more than one-fourth of the entire number admitted are now in life, and lodged in the Chief Asylum and the branches.

If we could cure and remove by death in every year as many patients as we admit, we need not have any apprehensions as to the accumulating want of asylum accommodation. Every improvement in the treatment and management of the insane, I think, must tend to increase the number of cures, but to decrease the number of deaths; and on the other hand, deterioration of treatment and management will probably lessen the cures as much as it will augment the deaths; so that, in a financial point of view, there is probably little advantage likely to result from a disregard of the comforts of asylum inmates. It may indeed be true, that, judging from mere figures, a very great improvement in the comforts of the insane may exhibit but a trivial influence on the statistics of cures and deaths: The former may be increased and the latter decreased by only a slight percentage; and yet, if that slight percentage included our father, or mother, or wife, or child, would we not bless God for the boon, and award high praise to the men in power, under whose wise benevolence such a blessing had been secured to us, though not at their pecuniary cost? This

is the christian and the only rational way of putting the case. Insanity is an affliction of our common humanity; it finds its victims in all ranks; and when it strikes the man of high position it brings him down to the same level as it does the beggar.

Indifference towards the comforts of the insane can hardly exist in any, unless those who never apprehend that they may themselves yet stand in need of them. In the opinion of such persons it may be that any sort of lodgement, however crammed and comfortless; any sort of classification, however defective or disgusting; any sort of air to breathe, however fetid and pestilent, is good enough for the pauper mass; and that anything wearing the aspect of superior comfort, or domestic elegance, is but a waste of public money.

And yet I have seen persons, who very probably once held these views, manifest far other feelings, when, by an unexpected stroke of fate, they have been constrained to seek for asylum residence for some near and dear relative. Though they might, many times before, have observed that the patients of this asylum sleep to the extent of seven-eighths in large associate dormitories; and that our rooms intended for only one bed each have always two, unless when the occupants, from violent or other bad tendencies, are unfit for association (and this class is always more numerous than can be properly provided for); yet they invariably expect that their insane friend is to have a room to himself, with all the conveniences and comforts of home. When they are told that every one-bedded room is already taken up, they think nothing is more easy, or more proper, than that some one should be ejected, and a vacancy thus created for their especial gratification. But the carrying into effect of their requirement might be a perilous experiment. The patient to be ejected may be totally unfit to be lodged in company with any other, and he has been lodged alone, exactly because of his dangerous tendencies.

In the last annual report of your Board to His Excellency the Governor General, the opinion is expressed, "that in case of extreme necessity, seeing the present want of accommodation, the Toronto Asylum average might, without fear of evil consequence, be increased to 400."

The by-laws of the Asylum, by which it is my duty to be guided, provide (*vide* cap. 1, clause 2) that "The Medical Superintendent may, from time to time, with the approval of the Commissioners, or a majority of them, declare the aggregate number of patients which shall at such time or times, be admitted into the asylum, and may refuse admission to any person or persons over and above such number."

This by-law was enacted at a time when the number of patients did not reach 400. It was then deemed by the Commissioners unsafe to increase the number of inmates, an opinion in which I fully concurred. Indeed, the Commissioners formed the conclusion after consultation with me, a course which I believe is usually pursued in public institutions under medical administration. I do not remember any occasion on which your Board discussed this subject in my presence, and the first intimation which I had of the opinion expressed by your Board to His Excellency reached me late in the year, on perusal of the printed report. Had your Board expressed to me the desire that I should increase the number of beds to 400, I would, as far as possible, have endeavored to do so; but, at the same time, I should have requested your Board to designate the several sleeping-rooms into which I might introduce additional beds, for in the efforts which, both before and since reading the report, I have been making to increase the number of beds, I have felt great difficulty, and a most serious responsibility. It may not be a difficult matter to walk through the halls and dormitories of a lunatic asylum, in daylight, and to point out apparent vacant spaces into which additional sleepers may be put. Were the inmates all sane, the numbers might be augmented almost to suffocation, without any immediate flagrant result; but the inmates of a lunatic asylum cannot be thus huddled together without the most serious risk; and it is well-known to your Board that those in the Toronto Asylum are, owing to the drafting off to the Brauches of all the quiet or less dangerous, and the leaving here of all the opposite class, and to the fact that I have constantly endeavored to give first consideration and prompt admission to the most violent, noisy and dangerous applicants, perhaps the most troublesome asylum population on this continent. Add to these considerations the fact, that out of 380 patients now in, only 36 (12 women and 24 men) have separate single bed-rooms. Each of our six wards has only eight single bed-rooms, to which have been added the small apartments intended and formerly used for clothes closets, making in all 57. Under the pressure of numerical exigency,

21 out of the 57 single bed-rooms are occupied each by two patients. The associated dormitories contain from five to fifteen beds each, and lodge the remaining patients. I do not desire to institute any comparison between the Toronto Asylum and that of Beauport, not because I am unprepared to do so, but because it is a Lower Canada private establishment, and so long as it meets the requirements of the intelligence and benevolence of the people using it, I desire not to obtrude my opinion. But comparing the Toronto Asylum with those of the United States, or with any of those of England, constructed within the last twenty years, the contrast as to the proportion of patients lodged in single bedded rooms, and in associated dormitories, cannot fail to strike the attention of any intelligent person, and must make manifest the fact, that the responsibility resting on the head of this institution is most serious. In the New York State Lunatic Asylum at Utica, in a total of 528 patients, 187 sleep in associated dormitories, with three, four, or eight beds, and the remaining 341, in single bed-rooms.

In the Trenton Asylum, New Jersey, only between one-third and one-fourth of the patients sleep associated, in rooms containing three or eight beds each.

In the Long-View Asylum, near Cincinnati, the following are the proportions as to sleeping:—

One-sixth in single-bedded rooms, one-half in two-bedded rooms, one-seventh in five-bedded rooms, and the remainder (say one-fifth) in twelve-bedded rooms.

In the Concord Asylum, which is, I think, more crowded as to its cubic space than any asylum I have seen, there are only eighteen patients not occupying single-bedded rooms. I could easily extend these comparisons, but it cannot be necessary to do so. I am very sure there is no intelligent Superintendent of a Lunatic Asylum in America or Europe, who will not concur with me in the belief that not without fear of evil consequences can the number of lunatics in the Toronto Asylum be increased to 400. But having reached the number of 400, recommended by your Board, will there be any reliable guarantee that this number will not be exceeded? I fear not. I have recently received from His Excellency the Governor General, a copy of a report by the Chairman of your Board, on a communication written by me to the Provincial Secretary in July last, from which I extract the following passage:—

“The space (cubic) allowed to each patient in the Toronto Asylum is larger than in many foreign institutions, and about double to what it is in the Lower Canada Asylum at Beauport; true it is, that the internal arrangements, the situation, and the ventilation, are better in the Beauport main building than they are at Toronto; but, at the same time, I firmly believe that as no accidents have happened at Beauport from the constant crowding of an average number of 425 patients, there will be no great danger in allowing the same number of patients to be accommodated in the Toronto Provincial Asylum, with double the space (the average at Toronto at present is about 350).”

Here appears to be, already, an advance of one-sixteenth on the number specified by your Board a year ago; and if the system of admission of idiots and incurable lunatics, advocated in the same report, should become the rule of admission into this asylum, I am convinced, that this increase annually will be quite too small,—in fact, not less, indeed, I believe, much more, than 100 additional beds annually will require to be introduced. Where shall we put them? Not I trust in the basement. The state of the Bursar's books, from blue-moulding there, may have shewn your Board that we already have patients enough in that division. When the servants of the house slept in the basement, never less than one, and often two or three, were sick. It is an accepted rule, as to lunatic asylums having basements, that no patients should ever be lodged in them. This rule has not originated without reason, since I moved the servants, sleeping in the basement, into the uppermost story of the centre building, their general health has been good. As to the cubic space enjoyed by each patient in our bed-rooms being double of that at Beauport, I feel thankful, on their behalf, for the boon, meagre as it is; and however much I may desire that the two Provinces may constantly be more closely assimilated; for the sake of humanity, I pray that it may be, in this department, by awarding *more* cubic space in Lower Canada, and not *less* in Upper.

The report states that the ventilation of the Beauport Asylum is better than that at Toronto. The latter must then be very bad. I think I am possessed of the details of the Beauport system; and I certainly would not exchange ours for it. I do not however assert

that ours is not defective; and admitting the fact, I cannot accede to the proposition, that less than 550 feet of sleeping space is sufficient for each of our patients. The report states that 550 cubic feet "is larger than in many foreign asylums." I was not before aware of this fact. It certainly does not obtain in every British Asylum which I have visited. Neither do I think will it be found to obtain on the continent.

According to the authority of *Scipio Pinel*, the following are the dimensions of the dormitories of the five chief divisions of the celebrated "Hospice de la Salpêtrière, as designed by Mons. Desportes, and executed by Mons. Huvé, architect de la Madelaine et des Hospices," viz., 15 metres in length, by  $6\frac{1}{2}$  metres broad and  $4\frac{1}{2}$  metres high. These measurements are equivalent, in our standard, to 50 feet long, 21 feet 3 inches broad, and about 14 feet 9 inches high, and will give a cubic content of 15,437 feet. Each of these dormitories has 14 beds; consequently each patient has a cubic space of 1103 feet.

Separate buildings, each containing two patients of the worst classes, are provided at some distance outside. This institution is cited by Mons. S. Pinel as a model. I do not say that it should in all respects be held as such, though in the matter of cubic sleeping space I certainly give it my approval. I have been favored by my medical friends, at the head of asylums in the United States, with a large amount of information on the subject under consideration, the whole of which abundantly bears me out in the opinion I have herein given, that 550 feet (cubic) of sleeping space, even with a fair amount of ventilation, is too little for an insane patient.

Dr. Gray, medical superintendent of the State Asylum at Utica, a gentleman whose long experience, sound judgment, and extensive reading, well entitle him to that high estimation in which he is held, both in the new world and the old, has favored me with a letter on the subject under consideration, which I here introduce without curtailment, as I consider the information conveyed in it vitally important:—

"NEW YORK STATE LUNATIC ASYLUM,

"Utica, January 8th, 1864.

"MY DEAR DOCTOR,—Your letter of last month came duly to hand; but I have been so busily engaged in my duties, that up to the present I have been unable to reply. 1st. As to the dimensions of sleeping rooms in this Asylum, &c.

In the front wings ..... 9ft. 6in. × 8ft. 9in. & 12 ft. high—1st story.

" " ..... do × do & 10 " —2nd "

" " ..... do × do & 10 " —3rd "

" rear wings.....10ft. 0in. × 8ft. 0in. & 10 " in all stories.

Special rooms for sick, 10 × 8 × 16 feet.

|                                              | ft. in. | ft' in. | ft.  |
|----------------------------------------------|---------|---------|------|
| Rooms in new wards for excited patients..... | 9 0     | × 11 0  | × 15 |
| 4-bed associate dormitories.....             | 24 6    | × 11 8  | × 12 |
| 3-bed " " .....                              | 18 0    | × 10 0  | × 12 |
| 5-bed " " .....                              | 34 3    | × 10 0  | × 10 |
| 8-bed " " .....                              | 33 6    | × 14 5  | × 10 |
| " " " and .....                              | 37 0    | × 14 6  | × 10 |

These figures, you will perceive, give in round numbers 700 to 800 cubic feet to each recipient. I should consider any less cubic space below proper sanitary demands. Within a few years, we have, on the third story pushed the ceilings of a number of our sleeping rooms into the attic, to obtain more space for sick and filthy patients; and within a year we have raised thus the ceilings of the wards, over the entire third story, from ten to fifteen feet high on the male side, and from ten to sixteen on the female side. This has been done to afford more cubic space.

2nd. I consider 1000 feet, atmospheric cubic space, necessary for each insane patient, under the most efficient system of ventilation; with defective or natural ventilation it is difficult to give any rule, so much depends on the mode of heating adopted, and the external atmospheric condition. My experience here would not lead me to diminish the space usually thought necessary by authorities and experienced men.—*Hood*, on *Warming Buildings, &c.*, a good English author, discusses this subject, pages 277–303.

Wyman, of Boston, ("Practical Treatise on Ventilation") gives the cubic space in the Pentonville Model Prison, near London, for each cell as 820 cubic feet, with the most perfect ventilation (page 273). The American Association of Superintendents of Hos-

pitals for the insane (Journal of Insanity, vol. II, page 160) in the series of propositions adopted for the construction of hospitals for insane, at the session of 1851 at Baltimore, give the space "never less than  $8 \times 10$  feet, and 12 feet high, for one patient."

I might quote other authorities, but these are sufficient.

3rd. We have no two-bedded rooms except for those requiring a special attendant. Two insane patients should not be placed in the same room, except in convalescent wards. We have nine dormitories with three beds; we have fourteen with eight beds; and we have twelve dormitories with four beds each. Our daily average of patients is 528.

The answer to your last question is not easily given. All sick people pollute the atmosphere more rapidly than persons well. The majority of the insane pollute the atmosphere more rapidly than ordinary sick people. The filthy, demented, and the paralytic will, in general, pollute more atmosphere than three or four.

I might add, that we have more associate dormitories than any experienced managers would recommend, if consulting the best interests of the patients in their action.

We have no associate dormitories in our most excited wards.

We are now able to make eleven divisions in each side of the house, and hope this year to arrange for another. This will give us twelve classes for each sex.

I wish I had time to write more fully.

Yours very truly,  
(Signed,) JOHN P. GRAY, M.D.

Dr. Workman, Toronto.

Will your Board draw the attention of the public to the enormous contrast between the Utica Asylum, as to the means of classification and night distribution of the patients, and the condition of things in the Toronto Asylum?

I have cried out against the evils under which we suffer ever since I entered the house; but with what effect, is well known to your Board. Surely sometime we may hope to receive the humane attention of a sensible government.

I have also received a letter from Dr. Jarvis, of Dorchester, Boston, a gentleman better informed on the general subject of insanity, and the condition of asylums, hospitals, prisons, and other public institutions, than any other person either in America or Europe, and whose name is known to almost every government in Europe.

I transcribe the following passages:—

"The blood of an insane person requires not less than 1200 cubic feet of air, as capital to begin its decarbonization, and needs even this to be replenished. This is the quantity ascertained to be needed in military hospitals by the British Commission appointed for that purpose. Civil hospitals for general diseases have more. In twenty-two of the best English hospitals, the air was, in cubic feet per patient, as follows:—

|                         |             |                        |             |
|-------------------------|-------------|------------------------|-------------|
| Brighton.....           | 1100        | Winchester.....        | 1100        |
| Bristol.....            | 1000        | Manchester.....        | 1200 @ 1500 |
| Nottingham.....         | 1000        | St. George's.....      | 1250        |
| Glasgow.....            | 1000        | Warwick.....           | 1292        |
| Westminster.....        | 1100        | St. Bartholomew's..... | 1877        |
| University College..... | 1100        | York.....              | 1420        |
| Middlesex.....          | 1107        | St. Mary's.....        | 1500        |
| Leeds.....              | 1106        | Newcastle.....         | 1560        |
| Edinburgh.....          | 1130        | St. Thomas.....        | 1600        |
| London.....             | 2200        | Guy's.....             | 1300 @ 2000 |
| King's College.....     | 1808 @ 2060 | Royal, Free.....       | 1640 @ 2426 |

"An insane person," continues Dr. Jarvis, "needs no less; often he needs more. If filthy, he needs much more. Frequently his cutaneous excretions are foul, even very foul. His renal excretions may be voided on his clothing, or on the floor; and worse befoulement sometimes happens. All these contingencies must be provided for.

"Respiration vitiates 7 @ 10 feet of air per minute, or 420 to 600 feet per hour. You can easily see how large a capital the sleeper needs to begin the night with, and how often he needs this to be changed, even with the best habits. The insane need very active, efficient, and constant ventilation, subject to no chance of slackness or failure.

With good ventilation, kept up night and day, 1,200 cubic feet is sufficient for clean patients; but without ventilation, if the sleeping rooms are tight, 3,000 or more feet are needed. If there is an opening into the halls, and the passive ventilation from these to the outer world proceeds through channels in the walls, 1,500 to 2,500 feet are needed in the bed-rooms."

Perhaps the preceding figures of Dr. Jarvis will appear to your Board extravagant, they are, however, from a most competent authority, one who has devoted his life-time to the consideration of this and of kindred subjects.

Recently constructed French hospitals have been built under contracts to supply 2,200 cubic feet of air per hour; but, observes Dr. Sutherland, of the British Sanitary Commission, "to give the air of a ward the highest degree of freshness, the amount of air passing through it should be at least double the amount required by the French hospital contracts, or about 4,000 cubic feet per bed per hour."

The fifteen-bedded dormitories of the Toronto Asylum, under Dr. Sutherland's allowance, would require the introduction of 60,000 cubic feet of fresh air per hour. If our ventilation is so defective as your Board has stated, only a small fraction of this allowance can be secured; and such being the case, I cannot comprehend how there "will be no great danger in increasing the number of inmates." In Lower Canada, from the superior constitutional power of its people, or their greater power of endurance, a shoddy respiration may be satisfactory. I do not, however, find this assumption borne out by the proportion of recoveries in the Beauport Asylum. But your Board may not entertain the opinion that lunatics require as much pure air as sick sane persons in military or civil hospitals.

Those who live among the insane, at all events, believe that they require a much larger supply of fresh air than sane persons. I have found, in a thousand instances, in acute and paroxysmal mania, that the atmospheric pollution by one such patient exceeds that of a sane healthy person many fold; and unquestionably, a filthy, or a sick lunatic requires no less, if not very much more, fresh air than any sane hospital patient. The insane in asylums, excepting those advanced in convalescence, can never be said to be in a state of perfect health; their cutaneous excretion is hardly ever normal, and very many of them have offensive breaths. The renal and intestinal secretions also are generally abnormal; and even when the water closets are unexceptionably inoffensive, it is well known that all have not recourse to them, or that many are unable to go to them. The Association of Medical Superintendents of Insane Asylums, in the year 1851, in their report on the construction of asylums, laid down, as one of the rules then adopted, that "no chamber for the use of a single patient should ever be less than 8 x 10 feet, and not less than 12 feet high. The above dimensions give a cubic space of 960 feet; and another rule, laid down by the Association in the same code, is, that "a complete system of forced ventilation, in connection with the heating, is indispensable." The cubic space of the single-bed sleeping rooms in the Utica Asylum is about the above, but forced ventilation, by powerful fans, is constantly in operation.

In the Trenton Asylum the single-bed rooms are 8 x 10, and others 9 x 11, and 10 and 12 feet high. Rooms with three beds are 10 x 13, and of similar height. Those with eight beds are 20 x 28, and of similar height. Efficient fan ventilation is here also provided; yet Dr. Buttolph writes me, "these rooms are perhaps overcrowded." In the Long-View Asylum, near Cincinnati, the single-bed rooms are 12 feet 6 inches long, 8 feet wide, and 13 feet high, and "opening into each is a ventilating flue of an area of 51 square inches," introducing a constant flow of fresh air from the fan.

The small associate dormitories, having five beds, are 22 x 10, and 13 feet high, and have each two ventilating flues of same size as the preceding. The larger dormitories, with twelve beds, are 31 x 16 feet, and 13 feet high; and three ventilating flues of same size as the others. I feel assured that in any of the three preceding asylums, under their powerful, but expensive, mode of ventilation, every 500 cubic feet of sleeping space must be, at least, equal to 1000 in the Toronto Asylum. The one-bedded rooms of the Concord Asylum, New Hampshire, have 680 cubic feet. This asylum has only eighteen patients not sleeping in single-bed rooms. Dr. Bancroft, the medical superintendent, says, "under an efficient system of ventilation, I should not wish to allow less than 1000 cubic feet space for insane person's single sleeping rooms, or say 12 x 8 feet, and 10 feet high."

The preceding statements as to the cubic space, provisions for the insane, not derived



from those institutions in the United States, which your Board might regard as too stylish or too expensive for our institution, but from asylums lodging mainly a class of people very much like those in our Upper Canada asylums, are surely deserving of consideration. I am well convinced that no Board of Lunacy in the United Kingdom, would sanction the construction of an asylum affording less sleeping space to the inmates, than has been heretofore furnished in the Toronto asylum, and, that in addition, provision for a constant and free ventilation would be insisted on. In the Yorkshire West Riding Pauper Lunatic Asylum, built as far back as 1819, the cubic space allotted to each patient in bed rooms was 675 feet. The present English Board of Lunacy would not sanction so small an allowance.

I have never regarded this institution as, and I trust it is not doomed ever to become, a mere lodging house for destitute, incurable lunatics, or idiots, but as paramourly a hospital for the treatment and cure of insanity. Its statistics, despite of all the disadvantages under which the apathy or negligence of the authorities of the land have allowed it to struggle, prove that it has strong claims on public sympathy and public gratitude. Let the 1,500 families, whose afflicted members have been sent home to them, "clothed and in their right minds," speak in its behalf. Can this aggregate of domestic blessing be estimated in dollars and cents? Is it desirable to repeat in the next twenty years this blessing, or to adopt a system which will nullify it?

The report of your chairman, before alluded to, in view of the general question of provision for the insane, says: "We are bound to receive the insane in our asylums; and our asylum accommodation not being quite adequate to the wants, we are, by necessity, obliged to crowd these institutions as much as they can be, without incurring an immediate danger for the general health of their inmates."

That it is the duty of the country to provide for the insane, whether curable or incurable, no christian mind will question. That this duty is adequately discharged by crowding them into asylums, already too full, no reasoning mind can hold. Benevolence, to be efficient, must be guided by intelligence; and when not so guided, it entirely fails of its true object. About the year 1770, an enormous mortality in the great Hôtel Dieu of Paris arrested public attention, and the extensive origin of disease within its walls called for investigation. By the statutes of its foundation (based certainly on unthinking benevolence) "*all applicants were to be admitted.*"—"Then it came to be written that hospitals are a curse to civilization." But was the proper remedy then applied? No, nor for many years after; and such is the invariable fact. No remedy against an evil, private or public, is equal to its prevention. It becomes formidable by growth, and its accumulated magnitude and pestilent intensity paralyze philanthropy and petrify public apathy. What was the condition of the Hotel Dieu in 1786? "The convalescents were mixed with the sick of all kinds, and the specifically contagious cases with the ordinary sick—small pox cases were sometimes more than two in a bed."—"The whole hospital had but 1,200 beds, yet these beds were to receive, at the same time, 2,000 to 5,000 sick, and during epidemics, as many as 7,000 sick have been in the building at one time. From 20,000 to 30,000 passed through the hospital every year, and about twenty-five per cent. of them were sent to the grave." (The average mortality of English hospitals is about 4½ per cent.) "The Commissioners reported on the unwholesome state of the surgical wards: They found three or four parturient women lying on a single bed, festering in corruption and humidity, and respiring the foulest air." It may be alleged that this is an extreme case—I hope it is; and yet there may have been many a Hôtel Dieu on a smaller scale. The whole evil had its beginning, its continuance, and its culmination in the statutory provision, that "all applicants were to be admitted"; and if this rule shall be applied in the management of this asylum (as in order to the providing for, of all the insane, as well the incurables and idiots, as the curables, it would appear it must be), then, an early farewell to its days of usefulness,—farewell to all hope of its restoring to the bosom of their families and to usefulness, in the next twenty years, 1,500 of its inmates. The incident vacancies arising from recoveries and deaths, will not, under the most favorable circumstances, equal the number of applications for admission—indeed, they must fall far short of them. When two applications come in for one occurring vacancy, shall the bed be awarded to the probably curable case or to the certainly incurable?—both cannot have it. Give it to the incurable, and he will occupy it till death removes him, which may be in one year, or twenty years, or

thirty. Meantime, what becomes of the curable excluded? He must, perhaps, by tighter crowding, get in some time; but before this, he, too, will become incurable. Had he been admitted whilst curable, he might have been sent home to his family in a year or less, a rational, self-supporting man, and the bed vacated by him, if judiciously disposed of, would have received another, and after this another, and so on. But as nothing is easier than the creation of additional vacancies, on paper, it would perhaps be ordered, that by all means the curable as well as the incurable should be promptly admitted; and in a couple of years this asylum would have 800 patients, and then, if Beauport, in the mean time, had not shot ahead, the two asylums would have equal representation, according to cubic space; and the proportion of recoveries to admissions, as well as the quality of the cases coming in, would also be alike. As to the present financial difficulties of this Province, they are not chargeable against the insane; on the contrary, some proportion of our insanity may be ascribed to them. On page 16 of last Report of your Board, I find a statement, in a foot note, showing that in 1860, "the Building Fund of Upper Canada had at its credit a sum of \$223,157."

What was this Building Fund, or how was it raised?

It was, I believe, exclusively, the product of an Upper Canada local tax, levied under the name of the "*Lunatic Asylum tax*." If your Board will institute further enquiry, I think it will be found, that a very large amount of this fund was applied to purposes very different from the building of Lunatic Asylums. No tax, as I am very well aware, was ever paid by our people with more good will than this; they believed they were paying it for the benefit of the insane—so the heading of their tax bill told them—but it did not tell the truth.

Is it because that our Lunatic Asylum tax has been devoted to other purposes than the payers of it believed it was applied to, and that the balance of a quarter of a million of dollars at its credit has been borrowed by the public treasury, that the insane of Upper Canada are to be denied pure air and the hope of recovery?

I know the public opinion and public feeling of Upper Canada well, on the subject of Lunatic Asylum support, and I am sure I speak the earnest purpose of every tax-payer, when I say that, if the consequence of drawing on the Provincial chest for the support of the insane is to necessitate the degradation of our asylums, and the destruction of the comfort of their inmates, they will cheerfully again tax themselves for the purpose, and relieve the Minister of Finance from the painful necessity of ruining our best institutions. Indeed, it has always appeared to me that the existing system of support by annual parliamentary grant is inequitable. The benefits of the asylum are not equally shared by all. Those places nearest to it always draw most largely on its accommodation, whilst those at a distance, from various causes, use it least. The City of Toronto, for example, sends in, in proportion to its population, more than any other municipality. Last year it sent in twenty-eight patients of the 168 admitted, or nearly seventeen per cent., being above four times the proportion to which it would be entitled according to representation by population. Now it is hardly fair that whilst this city has all the benefit of the expenditure of the asylum, it should have four times its proportional share of the other benefits. This it would not have at the expense of the rest of the Province, were all the municipalities, county, city, or township, to contribute to the asylum exactly according to the number of patients sent by them to it, as is the case, for example, in the State of New York. There the State Treasury contributes only the quota of salaries of officers. Other important advantages which your Board will hardly fail to apprehend, would proceed from the change. But under whatever system the financial affairs of this asylum may be arranged, one thing is certain, it must be upheld, and the people interested in its well-being will not consent to its deterioration. I have devoted ten years of hard labor to its improvement, and those who remember how I found it, and see it as it now is, can appreciate what has been done. I cannot acquiesce in any course which I believe likely to throw it back again into its pristine deformity. With the financial embarrassment of the Province, as the protector and friend of the insane, I have nothing to do. Dr. Ray, speaking of the claims of the insane on the people at large, says, "in consulting economy they have not the moral right to withhold from the insane a single available comfort that would conduce to their health or happiness. The wretchedness of a mind diseased is bad enough without the additional ingredient of cold, or nakedness, or contumely."

Now, of all the contumely connected with insanity, none is to be compared with that of being lodged in an overcrowded asylum, and this contumely becomes tenfold intense when defective means of classification aggravate it. What member of your Board would not shudder at the apprehension of being consigned to this house, when every ward in it shall be filled to density? There are many respectable inmates here; and there would be more if the institution were fit to receive them.

Many have to seek abroad that asylum comfort which is not presented here, and at very great expense. These are the very people who contributed most largely to the building of the house, and who have contributed most largely to the public treasury, from which it has derived its annual support. Apart from the national disgrace that we have not an insane hospital fit to receive such persons, and that they must present themselves as mendicants at the doors of neighbors whom we affect to despise, surely it is a gross injustice and a gross barbarity to drive this class of insane out of the country, and in their hour of bitter calamity and mental desolation, to cast them on the subsidized care of strangers! Many, very many, of our best people are at this moment in this very position, and soon, I fear, the number will be augmented; or still worse, the insane of the respectable class of society, unable to pay the high charges of foreign asylums, will be held at home in a wretchedness only less deplorable than that of residence in an over-crowded asylum.

Institutions for the treatment and cure of mental disease are surely the last on which the experiment of retrenchment should be tried. It is an imposition on public credulity to say that such institutions can be *efficiently* and at the same time *parsimoniously* administered. They are, and must be, very expensive. To instance to me some that are not so, is, to my conviction, sufficient *prima facie* evidence that they are not good. The following passage from an annual report of the late Dr. Bell, of Boston, one of the best men, ever devoted to the care of the insane, and possessed of the highest order of intellect, so entirely coincides with my own views and feelings on this head as to lead me to quote it here:—“It would be a happy conviction upon the minds of legislators and communities, could they be persuaded that between no provision at all of a public kind for the insane, and a parsimonious, stinted, and inefficient imitation of a real provision, the former evil is infinitely the least. A county, or town, or state, may dignify a part, or the whole of some custodial receptacle for its lunatics, with the high sounding title of an asylum: the public, and the curators of the unfortunate, or even the friends and relations may, ignorantly or as an excusing salvo, accept such substitution as a full acquittance of their obligations, but every person who gives an hour's reflection to the matter, and compares the cost of persons in health, and of the insane, under even the minimum outlay for mere custody, to say nothing of amelioration and cure, cannot but see the impossibility of doing justice to the insane on a cheap plan.”

The power of doing wrong, possessed, at least too often wielded, by communities, legislatures, and the curators of the unfortunate, is not always conjoined with the capacity of doing right. A recent English writer, Dr. Arlidge, in an interesting book “*on the state of lunacy and the legal provisions for the insane, &c., &c.*,” noticing this evil, says: “These people are of the utilitarian school, and act only on their own limited observation; they set no value on the learning, authority, or experience of others. They believe themselves endowed with knowledge paramount to the opinions of Pinel, Esquirol, Conolly, and all others of that stamp. They are difficult to convince, for they never listen.”

The report already referred to, in defining the extent to which this asylum may be crowded, limits itself to the consideration of “*immediate danger.*”

This would be a most perilous principle of administration. The ignorant and the negligent never see any but *immediate danger*, and they first think of providing against it, when it is on them; and if it passes over without destroying them they soon forget it. There was no immediate danger to the British army from defective sanitary and hospital arrangements when it embarked for the Crimea, at least so the utilitarians said; but 41½ per cent. of all those who became sick (that is to say, nearly the whole army), died martyrs to the system of disregarding danger until it becomes immediate, and then not knowing what to do to escape it. Yet the sanitary commission informs us that “the evils so much by them complained of had been the subject of constant, though fruitless, representations on the part of the medical officers.” A slight defect in the drainage of this asylum

was overlooked by the Building Committee before it was entered by the patients; no immediate evil result appeared. True, all the dirty suds of the laundry (which was then in the basement), and all the dirty and greasy water of the kitchens and sculleries were gradually accumulating under the basement floor; and no doubt at times a foul odor must have arisen from this invisible deposit, but people's noses become indifferent to foul smells in time. The patients and servants had bad health; erysipelas, dysentery and low remittents were very common; but the Board of twelve directors did not suffer from them. In the winter of 1852 an indigenous cholera, of the very worst type, appeared, and carried off a number of the patients. Then there was alarm! and of course a sanitary committee was nominated to discover what could be wrong, but it was non-plussed, even though it engaged the services of the ablest chemist in America to analyse the air of the building. Several months after the house was inspected by a city grand jury, who gave their "attention to the condition of the drainage of the building," and they tell us they were "doubtful whether the main drain had sufficient fall," but "no offensive smell could be detected in consequence." This was on the 12th January, 1853, and I should suppose on a very cold day; for when, six months afterwards, I took charge of the institution, anything but a sweet savor was felt by my olfactories on examining the very spot penetrated by the grand jury. On running down my walking-stick through the floor of the east kitchen, as far as possible, it came out dripping with a compost very much like that which it might have brought out of a barrel of soft-soap diluted with tar. In fact, the entire basement of the house was but an extended cesspool. The state of the general health of the inmates was most miserable. The slightest scratch on the skin of a patient was followed by erysipelas, and when dysentery seized its enfeebled victims it held them with lock-jaw tenacity. This was from foul air, and it is very little matter what may be the source of foul air; whether it may be above ground, in the sleeping rooms, or under ground, in the basement, *it is foul air*, and, as such, it must do its poisonous work. When it culminates, as in this house in 1852, in cholera, or as it did in Scutari, in a mortality of 41½ per cent., the catastrophe is awful, but it is a blessing; it teaches men the value of pure air. It is impossible to cure disease of the mind in a house producing disease of the body. *Scipio Pinel* writes: "*M. Esquirol a dit qu'un hôpital d'aliénés était déjà lui-même un instrument de guérison. Nous ajouterons que, sans les distributions et sans les constructions convenables, le traitement de la folie est impossible.*"

Notwithstanding that our distributions (that is, our classification) are very defective, and our construction is, according to the opinion of your Board, very bad, yet insanity has been treated here with some success. Would it not be hazardous to say that equal success will be found to follow a system of overcrowding? Your Board, and a host of grand juries, quarterly inspect this asylum. What is the character of the cases in the two uppermost male and female wards? Are the day rooms not too full? Are their sleeping-rooms not as closely bedded as such cases will permit? As to the two lowest wards, each with over 70 patients, are they not full enough? I am informed that as no accident has happened at Beauport, from over-crowding, there will be no great danger from it here. Perhaps at Beauport the patients are so tightly crammed as to have no room to fight, or perhaps they are not of the fighting sort; but be the fact as it may, I have not to do with Lower Canada mild incurables, but with Upper Canada rough samples of acute mania—a class of whom the Toronto Asylum (and I thank God for it) receives, perhaps, more in one year than the Beauport Asylum, under the Lower Canada pernicious system of admission, receives in ten. Your Board cannot have forgotten that two years ago, in one of our associated dormitories, one patient gouged the eye out of another; and that twenty years ago, a patient now in this house, blind, had both his eyes gouged out by a fellow patient. Neither, surely, can your Board have forgot, that in an associated dormitory, in the Malden Asylum, one patient inflicted on another a fatal blow, in the night. Add to these unfortunate occurrences some minor squabbles, ending in broken ribs, black eyes, scratched faces, &c., &c., and surely it cannot be necessary to go to Lower Canada for a precedent. Sane people, crowded anywhere, are irritable, and not unfrequently disposed to have recourse to blows.

Shall we insist on better behavior from the insane?—We may try to inculcate it, and sometimes succeed, but not always; nor can we rely that our admonition or instructions will be persistently followed. The Board of Directors, under whom the patient lost his

eyes from an overcrowding, ordered by themselves, censured the Medical Superintendent, and finally secured his dismissal. This did not restore the patient's eyesight, though it cleared that of the public. The insane cannot be brought from a state of mental turmoil into quietude, unless by quiescing agencies. If there is, connected with asylum life, any worse disturbing agency than overcrowding, I have yet to learn it; and I am sure—so have all my professional colleagues in the speciality of psychiatry. If it be a benevolent and laudable work to cure the youthful criminal at great public cost, and by proper training in a reformatory, to restore him to society, an honest and useful man, surely those struck down by insanity have stronger claims on our compassion,—and does not their condition appeal more directly to that sympathy which is awakened in our bosom, towards those afflicted as we ourselves yet may be. Ah! who will dare to say that he has no immediate interest at stake, in everything that relates to the care, or cure, or comfort of the inmates of a lunatic asylum?

Gentlemen, I write earnestly because I feel earnestly; and I speak plainly, because I plead for those who cannot speak for themselves; and who, alas! have but few advocates who thoroughly understand their wants, or can justly estimate their true grievances; and I speak nothing the less earnestly or plainly, because I know that I may not thereby promote my own interests. Those who speak such truths should leave little unsaid, for they may not have another opportunity. Had I to speak my last words in leaving an institution which has, for over ten years, absorbed all the energies of my mind, and the affections of my heart, they would be, to entreat your Board and the people of Upper Canada to prevent *overcrowding*; and to declare my conviction, that this system, once introduced, will *never be outrooted*.

#### ADMISSIONS.

The admissions during 1863 have been 168, being nine less than in 1862.

Applications for admission have been as promptly attended to as in 1862.

The certified duration of insanity, or rather of the last attack, in the 168 admitted, has been as follows:—One year, and under, 103; over one year, 63; unknown, 2.—Total, 168.

From the above figures it will be observed that chronic cases have had a very fair share of consideration; the number of these alone admitted here exceeding the total admissions of Beauport.

As to the cases under one year in duration, I have to state, that it has been my constant rule to admit instantly recent acute cases; well knowing that in doing so I am doing the most, and the best possible, for the general interest of the insane and the fiscal interests of the Province. So long as this asylum can be kept up to the receiving capacity, enabling it promptly to admit recent acute cases, so long, and no longer, will it be a useful and profitable institution. After this, it would be but a permanent boarding house for incurables. It is the sheerest absurdity to talk about "keeping a certain number of beds always in readiness for sudden acute cases," when already every bed has been filled, and every available spot has been crammed. No one who gives a moment's reflection to the question, or who has ever treated a case of acute insanity, be it puerperal, suicidal, hysterical, religious, erotic, furious, pyromanical, or of any other urgent form, will believe that such cases can be successfully treated, or safely managed,—nay, that they can even be received into an overcrowded asylum, without the most certain danger to their own lives and the lives of all around them.

It has been my study to keep at command beds to receive *instantly* all such cases, and though our distribution is sadly defective, I have, at all events, made the best of it. But if all sorts of cases are to be forced into the asylum, under warrant, irrespective of their form and character, the true interests of the insane will be sacrificed to a most short-sighted benevolence, and incurable insanity multiplied ten-fold; and then will our gaols, like those of Lower Canada, have become, not intermediate receptacles of the insane, but their permanent abode.

Inhuman municipalities may consign to the county gaols, for cheap boarding, their imbecile and idiotic poor, and the county officers may represent these creatures to the Executive as lunatics dangerous to be at large; but before awarding the desired relief to the

municipality, surely some enquiry as to the nature of the insanity of the alleged dangerous lunatic should be instituted, in order to ascertain whether the case is really one of so urgent or dangerous a character as to render confinement in a lunatic asylum indispensable. Three cases received here under warrant, within the last two years, viz: Frances Eaves, from the Gaol of Belleville; James Windeat, from the Gaol of Brockville; and Catherine Corkeny, from the Gaol of Perth; have, so far as I have been able to judge, after sufficiently long observation, no more the characteristics of *dangerous lunatics* than myself or any member of your Board. One of the three is a quiet, amiable, demented old woman, who required only food and lodging, which the benevolent people of the Town of Belleville provided for her in the County Gaol. The second is an educated gentleman, who, I believe, could not agree with his wife. He is, perhaps, insane, and yet it might puzzle three medical examiners to find him so. In what his *dangerous* quality consisted I have not yet discovered, though I have had him fourteen months under observation. The third is a middle aged woman, probably insane, certainly however, not so much so as to call for asylum custody, unless she should outside behave differently from the manner in which we have found her to conduct herself uniformly here. Within an hour after admission she began to work, and cheerfully took a hand at everything; she continues to do so, and has not yet uttered a loud word or a foolish one.

These I regard as cases, which, to say the least, should not have preferential admission. No right-thinking man, at the head of a lunatic asylum, would admit them, when, by so doing, others, urgently requiring admission, would be kept out. Their maintenance here, when to the annual cost we add a just quota for interest of building and other permanent expenditure, cannot fall much short of fifty pounds per annum each.

By medical treatment they are not to be benefited; therefore they should be provided with less expensive lodgings. When I award an admission I always endeavor to see that doing so is an advantageous disposal of the public money. This course is, I think, that which best meets our Provincial financial difficulties. Of the 168 cases admitted, 103 were first attacks, but of various duration. A case of ten years may be called one of first attack, if it has lasted so long without interruption, and another may be called a fourth or a fifth attack and have only a few days duration, though the real fact is, there have been no intervals of mental soundness, different from those we constantly observe in patients in the asylum.

The admissions of cases, not called first attacks, have been 59; of which twenty-eight were of persons who had before been inmates of this asylum, and a few of other asylums.

Of the twenty-eight re-admissions, 20 were second admissions, 4 third, 2 fourth, and 2 sixth admissions.

As regards habits of temperance and intemperance, the numbers are, temperate 145, intemperate 20, unknown 3. These figures are, in one respect, very satisfactory. They shew that insanity and crime are, so far as the vice of intemperance is concerned, diametrically opposed. But alas! there is another vice leading to insanity, or, at least, complicating it, quite as obstinate as intemperance, and quite as fatal to recovery; and I am sorry to say it is met with almost exclusively among the temperate class.

Our Asylum, as well as those of the United States, contains a multitude of these most wretched inmates, and worse still, few of them will ever leave it. I am convinced this vice is on the increase, and it is by no means checked by our progressing education, for it is quite as prevalent among the better educated as it is among the very ignorant, if not far more so. With respect to the degree of education of those admitted, it stands thus:—121 can read and write; 35 can read only; 8 have had no education; 4 unknown.

Those who are disposed to rash generalization (and there no few such), may from the above figures draw what they would call a strong argument against education. So might the drunkard from the figures preceding them, obtain proof of the evil effects of temperance; and the one would be just about as philosophic as the other.

It would be found by our record that religious insanity numbers perhaps three times as many cases as intemperance; yet neither religion, nor education, nor temperance, produces insanity. On the contrary, it can hardly be questioned that all of them, when present and rational, are the best protectives against the malady. An ill-directed, smattering, trumpety education, by which the mental powers are choked rather than developed;

or even a superior education, in the acquirement of which the bodily powers are ruined, may dispose to insanity; and I do not say that there is not a very considerable amount of these morbid agencies now at work. It is, however, to be hoped that when we once get through the hot-bed experiment, and the country begins to understand what real education means, and to what uses it may be most profitably applied, we shall find that there is no necessary connection between "reading and writing" and insanity. The same fact, it is to be hoped, will be verified as to religion.

The natiivities of the patients admitted, have been as follows:—Born in Canada, 58; Ireland, 48; England, 24; Scotland, 23; Germany, 8; U. States, 6; Hudson's Bay Territory, 1.—Total, 168. The ages of different patients admitted, were, under 20 years, 9; 20 to 30, 53; 30 to 40, 46; 40 to 50, 25; 50 to 60, 21; over 60, 14.—Total, 168. The number of suicidal patients, as certified, has been 42. In some of these the self-destructive tendency was very strong, especially those of the more intense form of religious melancholy.

After much careful enquiry and thought, it is my belief that in what is called religious insanity, the diseased mind picks up that theological absurdity which is in closest affinity with its condition; and in nine-tenths of the cases the seat of error is in the stomach, or the lungs, or both. At all events, in this asylum we always set about improvement of the digestive powers first, in such cases; and if we get these set right, we very seldom fail to restore the mind to a reasonable state. It is totally useless to reason with, or even to preach to, such patients, before the stomach and bowels are in good functional order; we only make them worse and rivet tighter their delusions by these moral means.

The number of patients sent through the County Gaols, in 1863, has been 57. In 1862 the number was about 70.

The Report of your Board, for 1862, states the number of insane in the gaols of Upper Canada, in that year, as 102; and in order to shew the aggregate of insane persons, this number is added to the aggregate in the asylums at the end of the year. But as at least 70 out of the 102 had been received in this asylum alone, it seems to me the calculation must be erroneous. Herein we differ from Lower Canada, where to be sent to gaol as a lunatic has a more abiding meaning.

The number of cases of puerperal mania admitted was five, all of which ended in speedy recovery. Prompt admission to this class of the insane is all important. Many of them are intensely suicidal; all of them are restless, vociferous, and violent, and their proper treatment in private practice is sometimes impossible, always very difficult, and not always successful. Their treatment, (I do not say in an *overcrowded* asylum, for that would be the absurdest of propositions,) but even in a moderately filled one, is a very difficult task; and, in one defective in the means of classification, every experienced physician can appreciate its perplexity. Not to be able instantly to admit these cases, is certainly one of the greatest evils which an insane hospital can inflict on distressed families. I shall be told, however, as I often am in other cases, "the number is but trivial," and you can "always keep a certain number of beds in readiness for sudden acute cases." Yes, I might, if permitted; but I cannot keep them in readiness after filling them with incurables and idiots, which I am informed should be admitted, and which, through the intervention of parsimonious municipalities, and the zealous activity of your Board, will be numerously pushed forward. The man who killed his cow, and afterwards felt the want of her milk, was about in the same predicament as we shall be when this house has taken in its destined stock of bed occupants. The puerperal mothers, suicidal fathers, religious sito-maniacs, and all the catalogue of truly urgent cases, will have to wait their turn; that is to say, in the county gaols—and as to how long, may be enquired in Lower Canada.

The vacancies at command for a considerable time past have, as your Board know, been largely contributed to by the transfer of incurables to the branch asylums, as will appear from the following statement:—

Total transfers to the branches, from 1st September, 1856—

|                                         |     |
|-----------------------------------------|-----|
| To University branch.....               | 157 |
| Deduct, remanded as unfit.....          | 11  |
| “ re-transferred to other branches..... | 46  |
|                                         | 57  |

|                                  |                           |       |
|----------------------------------|---------------------------|-------|
|                                  | <i>Brought over</i> ..... | 100   |
| To Malden branch .....           |                           | 214   |
| Deduct, eloped and returned..... |                           | 2     |
|                                  |                           | — 212 |
| To Orillia branch .....          |                           | 132   |
|                                  |                           | —     |
| Total .....                      |                           | 444   |

The total admissions at Chief Asylum since 1st September, 1856, have been 1214. Difference, 770.—Total, 1214.

The branches are now all filled to their utmost capacity, and, of course, beds in them will become vacant only as deaths occur. The Chief Asylum is therefore once again thrown on its own resources. Under the most judicious disposal of vacancies here, the same fact will be realized as in all other countries—that not *more*, probably less, than 40 to 45 per cent. of the patients admitted will be discharged recovered, whilst a certain moderate percentage will die. Of every hundred admitted, at the lowest computation 40 will remain on the books. It is, therefore, evident that, even without any deterioration of the character of the cases coming in, our receiving capacity must yearly diminish. This fact would be realized, even did our general population not increase, but insanity must at all events increase *pari passu* with our general population; and if we are to keep pace with the increasing demands of the country for asylum accommodation, there is only one rational and humane way of doing so, and only the rational and humane way will, in the long run, be found the efficient way, as well as the cheapest to the community.

#### DISCHARGES.

The average residence of the 85 patients discharged in 1863, has been nine months and six days; but deducting from the aggregate that of seven patients, who averaged two years eight months and twenty days, each, the average of the remaining seventy-seven has been seven months and two and a half days. The average of the certified duration before admission, of the insanity, or of the attack of each of the eighty-five patients discharged, was three months, one week, and four days. These are figures of awful importance; may they have due weight on all concerned with insanity!

I do not say that recovery is certain to follow early admission; there are cases which must be incurable, admit them as early as we may; but after insanity has had six months duration before coming to the asylum, chances have begun to turn adverse to recovery; and after twelve months duration, they are indeed few and far between. The insanity of general paralysis, epilepsy, and that which has proceeded from, or is associated with, confirmed secret indulgence, and of some other forms, will not improve *in* an asylum or *out* of it.

#### DEATHS.

The deaths in 1863, have been 25, viz. :—at Chief Asylum, 23; at University branch, 2.—Total, 25.

In 1862, the return included the Orillia branch, and the total for the three institutions was 27. Deducting one death at the University branch, and one at Orillia, 2 in that year, leaves 25.

In 1861, the total deaths in the Chief Asylum, the University branch, and the Malden branch, were 45, viz. :—In Chief Asylum, 39; University branch, 3; Malden branch [9 months], 3.—Total, 45.

In the Report of your Board for 1862, under the special head *Provincial Lunatic Asylum, Toronto*—that is, the Chief Asylum—I find the following observation: “It will be observed, however, that the mortality of the past year is not so great as that of 1861, the figures being respectively 46 and 59, a difference of 13 in favor of 1862.”

This mis-statement has been, most probably, of merely accidental origin; but whether the printer's devil was or was not the culpable party, the mis-statement appears in the printed report of your Board, and few who therein read it would afterwards take the trouble to discover the truth.

I may here, not improperly, remark, the typography of your Board's Report is sadly incorrect, and cannot but lead to numerous *misapprehensions* on the part of all readers,



unless those who have the means and the desire to correct them. Last year, I stated it as my belief, that the lower mortality in 1862, as compared with 1861, was "purely accidental," and it was my apprehension that the deduction might be compensated in 1863; such, however, has not been the fact, and it is therefore proper that I should think of some more tangible explanation than mere accidental incidents.

Your Board, during the two years referred to, had occasion to note that our consumption of wine was large—a fact of which I was well aware; and also, that the increase had crept up gradually; yet I thought, as I then stated to your Board, the administration of it conducive to the health and recovery of those to whom it was allowed; I could not therefore regard the outlay as unprofitable. As, however, I have felt most anxious to keep down, as far as practicable, every item of expenditure, I have made several experiments in reduction, and closely watched the results. In every one of them I have seen sufficient injury to satisfy me that this medicinal beverage had been doing good. I have, lastly, made the qualified experiment of substituting beer, and, in a few cases, whiskey. It will require some time to ascertain where, and to what extent, this substitution will succeed; of course, the failures are serious matters to those immediately interested. If I confess them hereafter, I shall probably be most censured by those who now call out loudest for retrenchment.

I shall, however, without deferring this professional question to their judgment, pursue that course which I believe best for my patients; whether I may thereby restore a few (ever so few) more of them to reason and their families, or only eke out a little longer the thread of life of others, and keep them longer a burden on the public funds, I shall hold to the conviction that it is the duty of the physician "to save life and not to kill," and leave to others the task of meeting the expense.

The ascertained proximate causes of death, in 1863, have been as follows:—

Pulmonary consumption (latent), eight; pulmonary consumption (manifest), one; general paralysis, five; hydrothorax, two; typho-mania, or muco-gastro-enteritis, two; ulcerative pericarditis, one; scrofula, one; apoplexy, sanguineous, one; apoplexy, serous, one; gangrene of lung, one; maniacal exhaustion, one; marasmus, one.—Total, 25.

In the tabulation of deaths in lunatic asylum records, we sometimes feel much embarrassment in singling out that one pathological fact, which should have paramount consideration, as to the cause of death. If we adopt that which stands, finally, most closely linked to extinction of life, we may convey a very imperfect, or even a deceptive, idea of the disease on which it has been super-imposed, and of which it is only the, perhaps, accidental termination.

Take, for example, the two cases called in the preceding table *hydrothorax*: In one of the patients, epilepsy, ending in the most furious form of mania, had been of many years' duration. The fits, though not very frequent, were prolonged and violent, and the subsequent stupor was of unusual duration; and it was matter of surprise that the man survived their intensity. He died, ultimately, under symptoms shewing defect of respiratory action, and the physical signs pointed to hydrothorax. In the brain, the lateral ventricles were distended with fluid; the surface of the brain was covered with serous exudation; the *dura-mater* was adherent to the skull, and the whole brain was highly vascular. The right thorax was filled with water; the left lung was full of tubercles. The spinal-marrow was much softened, from the seventh cervical vertebra, to the fourth dorsal.

The second case had also various morbid complications.

In the case of ulcerative pericarditis, the patient had been a man of intemperate and general bad habits; he had, before admission, undergone amputation of both feet; in consequence of being frozen, and the healing process had not been effected, nor indeed could be, for he would tolerate no dressing, nor submit to any sort of treatment. Probably a more disgusting case of profane, obscene, and brutal insanity, was never seen; hardly an organ in the whole body was found undiseased.

The brain and its envelopes abounded with marks of intense disease. In the *centrum ovale majus*, numerous deposits were found; the left lung was tuberculous, and the right shewed pleuritic adhesions. The pericardium throughout, was ulcerated, and distended with purulent deposit.

It will be observed that eight cases are assigned to latent phthisis, and only one to the *manifest* form; that is the *ordinary* form, as met with in private practice.

In the latent form, as I have in former reports, and in a paper published by me in the *American Journal of Insanity*, pointed out, the patients exhibit none of the prominent or constitutional symptoms of pulmonary consumption. They have no febrile exacerbations, no sweatings, no colliquative diarrhoea, no hectic flush, no expectoration, or very little, and no cough; neither do we find the fitful, keen, appetite of the consumptive, nor their never-failing delusion as to the remoteness of death, or the vivid hope of recovery which parts from them only with parting breath. In many cases, too, bodily emaciation falls far short of the extreme which it reaches in the sane. Yet *post-mortem* examination displays an extent of pulmonary tuberculous destruction which could hardly be believed by those who had only superficially observed the patients in life. A pathological condition, which I apprehend is of more importance than may be generally thought, is very frequently met with in the abdomen, in *post-mortem* examinations of the insane. I allude to the deflection of the *transverse colon*. This displacement is met with in various extents, from a couple of inches downwards, to the very brim of the pelvis. In two hundred and eleven autopsies, I have found it present thirty times. It has occurred in cases long in the asylum, and in those only recently admitted; it is most usual in cases of melancholy and lypemania, but is also found in those of acute mania. I have been unable to trace any connection between it and external, or mechanical agencies.

From the elongation of the meso-colon which accompanies it, and thus leaves the stomach undisturbed in position, there would seem to be reason to believe that it takes place gradually. In a few cases, however, I have found the stomach dragged downwards, as if by the colon.

In these, it would seem that the elongation of the meso-colon had not taken place fast enough to meet the descending exigency; and we might here be led to infer that some recently operating agency has been at work. If so, it must be an agency similar to that producing other visceral displacements, as for example, hernia in its various forms. It is a fact of much practical import, that in no instance in which I have met with deflexed colon, did the intestine contain, either at the deflected portion or elsewhere, any undue quantity of faecal matter. Whether, during life, a contrary condition may have existed, I cannot say; but even supposing, or suspecting, that it did, I doubt very much whether attempts to dislodge the contents, by active purgatives, would be attended by good results; on the contrary, I apprehend that active purging would only aggravate the case, by exciting undue compressive action in the abdominal muscles; in which action, occasionally, or persistently operating, it may be that the lesion has had its origin and aggravation. Now it is a fact, that melancholics and lypemaniacs, before coming to an asylum, are generally subjected to a pretty brisk course of purgative medicines; their bowels seem to be very inactive; but the fact may be over-looked, that they take little or no food, and therefore there cannot be much in the bowels to be evacuated. Here, as soon as we can get them to take a fair amount of nourishment, we have little subsequent trouble with the bowels. In one patient who died, not long after coming in, I found the colon deflected very low, and all the intestines almost empty. This patient had run the gauntlet of drastic bombarding, and the very morning of admission had no less than ten drops of croton oil exhibited to her; but, as we were informed, "without effect." This was hardly our opinion when we laid upon the abdomen. This case was one of acute mania, proceeding from a large exostosis, intruding deeply into both the anterior lobes of the brain. What good could purgatives do? A variety of other displacements and abnormalities of the intestines, are met with in autopsies of the insane; due consideration of which can hardly fail to impress the reflecting practitioner, with serious considerations on the general applicability of purgatives to cases of insanity in general, but to those of melancholy and lypemania, in particular.

Two deaths are ascribed to typhomania or muco-gastro-enteritis. This form of insanity is not unfrequent; it is always *over-treated* at home, and I have seen it, in consequence, too often end fatally here. It very commonly is attended by a total repugnance to food, and, in many cases, by a fortunate repugnance to medicine.

The delirium accompanying may be mild or furious.

Suspicion of poison is very common. Very few of these cases are fit for the fatigue of a long journey, especially in the winter season; but they are usually sent to the asylum to save them from death by starvation.

The two fatal cases, here recorded, were both women.

One died in eight, and the other in six days after admission.

*Post-mortem* examination in the first presented the following facts:—The heart and pericardium shewed an inflammatory condition; there were three ounces of serum in the latter. Both lungs extensively tuberculous; miliary tubercles were demonstrated by the microscope in the muscular fibre.

The abdomen was dropsical. The transverse colon was deflected to the pubes, and the whole of the ileum into the pelvis. The pancreas was enlarged and indurated.

The stomach had three hour-glass contractions, and at its pyloric end it was three-fold the usual thickness. Its mucous coat was amazingly thickened throughout, and much resembling crimson velvet. The mucous coat of the ileum was inflamed throughout its whole length, and in many spots much softened. I ascertained, satisfactorily, that this woman never had been intemperate.

In the second case, which was that of a patient who had been frequently insane before, and who came to the asylum in a state of high delirium and great restlessness; there was an utter repugnance to food, with great thirst.

She said she could not take food, because of great pain in swallowing (a symptom often met with in *sito-maniacs*), and on two occasions the swallowing of solid aliment was followed by vomiting, with tinge of blood.

The *post-mortem* shewed marks of former disease in the membranes of the brain.

The mucous membrane of the stomach, and small intestines, was much congested, and of a dark-red or chocolate color, and readily broke down under the finger.

Now these two cases were such as no discreet or conscientious physician would send to the asylum, did he apprehend their real pathological state; for he would know that their best chance for recovery would be at home, under an expectant and cautiously supporting treatment.

There is no artificial method of administering food in an asylum, with which every educated and experienced medical practitioner is not quite familiar; so that, so far as this consideration goes, there can be no reason for their transmission. It is, however, certain, did the physician apprehend the extent and intensity of the disease in the mucous membrane of the stomach, and intestines, he would not be very urgent as to food. Food can be of little service to a patient in such a state, and nature's repugnance to it should not be too far fought against. The worst would be that the patients would die, and a long journey in the cold of winter, or the heat of summer, cannot but accelerate the fatal termination. In no instance would the friends send them away if informed that death would probably soon take place.

#### IMPROVEMENTS.

The various improvements authorized by your Board, in October, were pushed forward with all possible energy, but owing to the lateness of the period, their completion has not been possible. The ventilating apparatus, suggested by me for the water-closets, is pretty far advanced.

In the male division we have been able to test it, and have found it completely successful, with very little fire in the rarefying furnace, and, indeed, on many days, without any. No better demonstration of the value of this improvement can be given, than the too palpable contrast between these water-closets and those of the female division, where the work is not so far advanced as to enable us to test the operation of the apparatus.

As this improvement is one of great domestic value, and of very trivial outlay, if introduced at the time of first construction, I may here give a brief explanation of the principle, which was first suggested by Dr. Fisher, now the Medical Superintendent of the Malden Asylum, and then assistant-physician in the Toronto Asylum,—not for the information of your Board who are familiar with it, but for that of the public generally. It consists in the causing of a current of air constantly to enter the soil-pan, and to pass down to the surface of the water in the trap (which should be of the goose-neck form), and thence to pass out through an ascending three-inch leaden tube, inserted above the water surface, and connected with an adjacent chimney of constant good draft. It is obvious that a suction-pipe, thus acting, must constantly induce a current of air down-

wards into the pan, as into the bowl of a common tobacco-pipe, and consequently no foul smell can escape into the chamber; but, on the contrary, the water-closet pan, with its inserted leaden pipe, acts as an actual ventilator of the chamber; and if the draft is brisk its advantage will be very obvious; so that even were the pan close to one's bed-head, it would be a purifier, and not a deteriorator of the air around. In this asylum, in consequence of the water-closets being on the south side of the corridors, and all the chimneys with constant strong draft at a distance on the opposite side, we could not avail of their superfluous power for the desired purpose.

It became, therefore, necessary to create a draft near the water-closets. This has been done by raising the walls and roof of the water-closet compartments a few feet, and erecting a chimney of moderate height, with circular flue (as all in the house are), to secure against taking fire and the trouble and expense of sweeping, two objects completely obtained. In the apartment thus formed—above the shaft of the water-closets, seven in number in each division—a fire-proof, small brick furnace has been constructed, air-tight. The floor of the apartment is flagged on sand and grout. The furnace can receive no air except what enters it by two tubes, one lower than the fire-bars and one higher, and both opening into it immediately behind the iron door, between which and the fire-bars is sufficient space. The heated air passes from the furnace by a short Russia-iron flue into the adjacent chimney; the two supplying flues are inserted into a contiguous galvanized iron, nine-inch flue, which is the general conductor from the water-closet pans, and in its ascent receives all the three-inch leaden pipes from the soil-pans.

Below the second pair of water-closets, the nine-inch galvanized iron flue is decreased to six inches; and below the third pair to three inches, as in the basement there is only one water-closet. With a very moderate fire in the furnace, a sufficient draft is created, and on days with any freshness of wind, no fire is needed. Our gratitude for this improvement is as usual agreeably spiced with regret that we have been so long in scouring it. It is seven years since I introduced it in our laundry water-closet, at the expense of four or five dollars, as then the building was in construction. I have shewn it to some hundreds of persons since, and yet I doubt if anywhere but in the Orillia Asylum has it been imitated.

It is too simple and too cheap to command public respect, or to be patronized by plumbers. I may add that the lower of the two feeding flues of the furnace has a common stove-pipe valve, so that the draft through the fire may be moderated or cut off, if necessary.

During the past autumn much labor was bestowed on the further ornamentation of our grounds, which will, I trust, in a few years, present a pleasing aspect, and contribute essentially to the enjoyment of our people.

The religious services of the institution have been kept up with the usual regularity, and we are very grateful to the gentlemen to whose gratuitous services we are indebted for this privilege.

The general operations of the house have been conducted, on the part of all my assistants, with uniform satisfaction, and I think with the highest advantage to all under my care.

The gratuitous supply of newspapers, for the use of the patients, from various parts of the Province, has been continued by those benevolent publishers to whom we have for many years been indebted for the boon. It must be an adequate compensation to such contributors to the gratification of our inmates, to know that the gift is well appreciated and that the readers are very numerous.

I cannot close this report without expressing my gratitude to the Government and the Legislature for the boon conferred on this institution by the Act, introduced last session by the Hon. T. D. McGee, repealing the laws which required that a coroner's inquest should be held in every case of death, and that the bodies of deceased patients, unclaimed by their friends, be given over to the Inspector of Anatomy.

It has been to the excellent and benevolent special report of *Mr. Inspector Meredith*, that the country and the friends of the insane have been mainly indebted for this blessing; and I have had ample opportunity of learning the general satisfaction which this change has afforded to all persons interested in the welfare of the inmates of this asylum

Earnestly commending this institution to the humane and enlightened consideration

of your Board, and entreating from HIM who is the common Father of the sane and the insane, His continued blessing,

I am, Gentlemen,  
Very respectfully, &c., &c.,  
JOSEPH WORKMAN, M.D.,  
Medical Supt.

## APPENDIX.

*Copy of letter to the Hon. Provincial Secretary.*

PROVINCIAL LUNATIC ASYLUM,  
Toronto, 17th July, 1863.

SIR,—I have received a communication from James Thompson, Esq., Sheriff of the Counties of Lanark and Renfrew, informing me that he has received a Warrant from His Excellency the Governor General, for the removal of Janet Cameron, Ann Serson, Jane Graham, and Catharine Corkeny, from the gaol of the said counties to this asylum, with instructions to communicate with me as to whether I have room for said persons, or any of them, in the asylum.

Before replying to Sheriff Thompson's enquiry, I beg to submit to you, for the information of His Excellency, the following statements, on consideration of which by His Excellency, I would pray for such instructions as in the premises His Excellency may think suitable:—

In the male division of this asylum every bed is now occupied excepting two, and patients to fill these are on the point of arrival. About twenty applications on behalf of other male lunatics stand on my list unprovided for, some of whom are in the county gaols and some at home; and several of them are stated to be suicidal and dangerous.

Additional beds have already been introduced, but cannot, without risk to the health and lives of the present inmates and disregard of their personal safety, be increased. In the female division only ten beds are unfilled; and to occupy these, six patients have been notified of award of admission, and seven other applications, prior to Sheriff Thompson's four, stand on the list. Every day brings to me additional applications of urgent character and recent development.

When our beds are all filled admissions can be awarded only as vacancies are created by discharges and deaths, and I am quite certain these will not exceed one-third the applications. Up to this date (17th July) the number in this month has been 19. In the month of June, 23 applications came in, and in May, 28.

The By-laws of the Asylum, authorized by the Governor General (a copy of which I enclose) define, in chapter 1st, the regulations by which the Medical Superintendent is to be guided in awarding admissions. Section third of said chapter requires that in the contingency of applications being more numerous than vacancies, he shall give preference to recent urgent cases of insanity, a due reference being had also to the violence or dangerous tendencies of the patients to be admitted. The object of the preceding provision was that of securing the greatest possible efficiency of the asylum in the relief and cure of the insane. Recent urgent cases are to a large extent curable, whilst the contrary fact obtains in chronic cases. A bed taken up by admission of a patient of the latter class, may, in the average, be regarded as disposed of for eight or ten years; but if assigned to one of the former, it may be vacated ten or twelve times in the same period, and ten or twelve persons may thus be restored to society and usefulness; but a majority of those excluded from prompt admission must certainly pass into the state of incurability, and remain for life burthens on their friends or the public. When the asylum is full, admission of incurables is equivalent to exclusion of curables, and to the multiplication of the former.

It is certainly to be desired that asylum accommodation for all classes of insane persons existed; but such is not the case in any country, nor probably ever will be. Perhaps in no country does a larger measure of asylum provision exist than in Western Canada,

and yet it is my conviction that the demand for its increase will soon be pressed from all quarters. In the award of admissions during the last ten years, I have most earnestly endeavored to carry out the wishes of the authorities of the asylum, as embodied in the by-laws, and in so far as I have succeeded in doing so, I am convinced the best interests of the entire insane have been secured. I am sure His Excellency will not fail to perceive that by my selection of acute, violent and dangerous cases, I take the surest course towards the aggravation of my own difficulties and anxieties; for it is easier to manage twenty quiet incurable lunatics, than one acute case.

It is my belief that the four lunatics, on behalf of whom Sheriff Thompson has addressed me, are confirmed incurables, and that warrants from His Excellency have been applied for, not because of any dangerous tendency in the patients, but from municipal financial considerations.

On receipt by me of application for admission of a lunatic, a circular of enquiry, such as I herewith enclose, is sent to the applicant, and the replies furnished, if truthful, readily enable me to decide on the character and claims of the case. Sheriff Thompson is well aware of this practice as I have had numerous returns from him of acute or urgent cases, to which admission was promptly awarded.

Under the existing narrowed means of accommodation at command, it is impossible to carry out conflicting instructions in relation to award of admissions. If, irrespective of the character of their insanity, lunatics under warrant are to have preferential admission, it can be awarded only by disregarding the existing by-laws, and as I am convinced this cannot be done without infliction of irreparable injury on others who might be benefited, I shall await His Excellency's instructions in the matter.

I would further state, that in the event of the disposal of vacancies being withdrawn from me, it will be always necessary to keep a certain number of beds empty, to meet unavoidable demands; whereas, under the system hitherto pursued when applications have exceeded vacancies, I have been able to keep constantly full.

It may not be improper that in this place I allude to the cases of two persons received by me last year, under warrant, as dangerous lunatics, whose condition certainly never should have called for this process. In the past year, two patients named Frances Eves and James Wyndcat, the former from the gaol of Belleville, the latter from the gaol of Brockville, were presented at this asylum, under warrant. Two more harmless persons I have never seen. The former, indeed, is insane and demented, and probably has been so for years, but she is as inoffensive as an infant. I have heard she has sons able to support her, but unwilling to do so. The latter is an educated English gentleman, a graduate of Cambridge. His insanity is certainly of trivial form, and as to dangerous tendencies, I am at a loss to discover what they are, or have been. I find him an agreeable and instructive companion; and my children are constantly with him in our garden and shrubberies, in which his labors have been highly contributive to the beauty of the grounds.

In conclusion, I beg to say that many of the patients, on behalf of whom applications are coming to hand, are strongly suicidal, and a large proportion of those up to this date admitted have been so, and some of them have been very narrowly rescued from death by their friends. To be unable promptly to admit such cases is certainly a painful position, but it will be inevitable, unless I am enabled to carry out the by-laws regulating admissions. The same remark applies to other cases of urgency.

I have the honor to be, &c., &c., &c.,

J. WORKMAN, M. D.,

Medical Superintendent.

Hon. A. J. Fergusson Blair,  
Provincial Secretary, Quebec.

*Copy of Report of "Mr. Prison Inspector Taché" on the preceding communication, forwarded to the Medical Superintendent of the Provincial Lunatic Asylum, 5th December, 1863.*

Report on questions arising from the execution of warrants issued for the transfer of Lunatics from the prison of the United Counties of Lanark and Renfrew to the Toronto Asylum:—

I have examined the numerous documents relative to the ordered transfer of five insane females from the common gaol of the United Counties of Lanark and Renfrew to the Provincial Asylum. The reference to the Board of Inspectors of these documents evidently relates to the following question, and to that question only, viz. : Is the Toronto Asylum so much crowded that these five lunatics cannot be received in it, in compliance with the Warrants issued by His Excellency the Governor General ?

In order to study the solution of such question with all due caution, I have attentively examined every sentence of Dr. Workman's letter on the subject, and compared the capacity of the Toronto Asylum with other asylums, and especially with Beauport Asylum, as bearing on the number of patients therein contained.

I fully appreciate the weight and value of the reasons alleged by Dr. Workman on behalf of his opinion. I admit the humane feeling that prompts him to step forward whenever he is apprehensive of something happening that may impair the full efficiency of the institution entrusted to his care, and I well understand the laudable professional zeal that makes him use every effort to render the Toronto Asylum as much as possible a curative institution, rather than a mere boarding house for the incurable insane; but, as an Inspector, there are for me, unfortunately, other considerations not to be put aside, in the interests of society at large, and in the present financial condition of the Province.

To take care of the insane is a duty of the State, that relates as well to the incurable lunatics and idiots, as to the curable; the degree of comfort to be allowed to these unfortunate beings must be measured by the means of the State called upon to receive them in its public institutions.

In accordance with these premises, I say that we are bound to receive the insane in our asylums, and that our asylum accommodation not being quite adequate to our wants, we are, by necessity, obliged to crowd these institutions as much as they can be, without incurring an immediate danger for the general health of their inmates.

The space (cubic) allotted to every patient in the Toronto Asylum is larger than in many foreign institutions, and about double what it is in the Lower Canada Asylum at Beauport. True it is that the internal arrangements, the situation, and the ventilation are better in the Beauport main building than they are at Toronto; but, at the same time, I firmly believe, that as no accidents have happened at Beauport from the constant crowding of an average number of 425 patients, there will be no great danger in allowing the same number of patients to be accommodated in the Toronto Provincial Asylum, with double the space (the average at Toronto at present is about 350). The question of the relative merits of asylum accommodation for both Lower and Upper Canada is fully discussed in the Annual Report of the Board for 1862. In that Report the Inspectors expressed their opinion, that about 50 additional beds could be added to the number already occupied in the main asylum at Toronto. Therefore, in *conclusion*, I am of opinion that room can be made at the Toronto Asylum for the five female lunatics referred to in the documents put in my hands for report, and that, irrespective of a certain number of beds to be kept always in readiness for sudden acute cases, as stated in Dr. Workman's letter, and without interfering with the power of selection very properly given to the Medical Superintendent by the by-laws of the institution.

(Signed,)

J. C. TACHÉ,  
Inspector of Asylums, &c.

Quebec, 27th July, 1863.

The following description of the system of heating and ventilation of the Beauport Asylum, is taken from a Report furnished to me by Mr. C. S. Eastwood, Steward of the Provincial Lunatic Asylum, in March, 1862:—

The system of heating (in the Beauport Asylum) is a mixed one; stoves, furnaces, and steam-pipes, each being used. They seem to prefer the steam-pipes, as they have abandoned the use of three of the furnaces, with the intention of substituting steam. The weather, during my stay, was mild, and the house was comfortably warm in all parts where I penetrated. I have no doubt of their ability to keep the house sufficiently warm with their present means, but the number of stoves must be a source of extreme anxiety and danger.

As to the ventilation, it is also a mixed system, if such it may be called. The ventilation in the female wing was better than in ward No. 7 (the worst Toronto ward in the female division), but no better, if equal, to that of our wards No. 3 and 5; while in the male wing it was, I think, worse than our ward No. 8, and decidedly worse than wards Nos. 4 and 6. This, I think, will appear to be likely, from a consideration of the circumstances of the case.

In the female wing of the Quebec Asylum there is a suction chimney, or flue, with pipes communicating to the various rooms, to draw off the foul air. Although there are no fires in the flue to heat it, yet still there is a draft through the tubes leading to it. There is no such provision made for ventilating the male wing. There is in each cross wing a stack of chimneys, with stove-pipe holes opening into them on each floor; none of the flues are heated, but still a great deal of foul air must escape by this means. There also are openings in the ceiling of the attic, which permit foul air to pass up, and thence into holes into chimney flues. There is but one furnace in operation, which is placed under the centre of the building, but the heated air from which is divided between the centre building and the male wing. This furnace, of course, acts as a ventilator, by introducing fresh air. But while the female wing has the best means of ventilation, the sources of supply of foul air are most numerous in the male wing.

The water-closets in the male wing are made of un-enamelled cast iron, shaped like ours. The water is let on by means of a common screw-tap out of a pipe, and I found the pans giving off a good deal of foul air. Those in the female wing are made of boxes placed under the seats, about two and a half feet long, fifteen inches wide, and twelve inches deep, with a waste-pipe which permits fluids to pass off, but which retains solid matters until the waste-pipe is drawn out. The waste water from the wash-basins runs into these boxes. They give off less foul air than the water-closets in the male wing, and I think, are considered to do so by the Warden of the institution.

The ventilation of the centre building is very defective. There is no special means for carrying off foul air, which I found very perceptible, and similar to the smell which I have found to proceed from the sewer of the Toronto Asylum. Upon remarking it to Mr. and Mrs. Wakeham, they told me it proceeded from the drain which receives the discharges from the water-closets of the male wing, and which passes under the centre of the building, from which drain the rats have worked holes up to the surface. Above the holes is situated a wooden box, containing steam-pipes, placed under the vestibule of the centre building, through the floor of which the heated and contaminated air rises, and pervades the centre building. The general construction of the Beauport Asylum is well calculated to diffuse and thoroughly intermix the air contained in the wings, impure as well as pure, while the defects of the system of the Toronto Asylum ventilate the lower wards at the expense of the uppermost.

To shew the correctness of the above remark, with regard to the Beauport Lunatic Asylum, it is necessary to consider that the water-closets, of which there are two on each floor, both in the male and female wing, are placed inside of the main walls of the building, so that their emanations pass into the body of the house. The stair-cases, of which there are two to each wing, are internally placed, and act like large shafts of communication, the doors at the various landings being thrown open during the day, and the patients allowed to ascend and descend at pleasure, if their conduct, in the opinion of the attendant merits it. There are also large openings in the floors and ceilings, permitting the air to pass from each story into those above it; as well as large openings over the doors of the larger rooms, and smaller ones over the doors of the lesser rooms, permitting the air to pass freely from one room into another. *Concentration* of the foul air under the above arrangements is impossible.

J. WORKMAN, M.D.,  
Med. Superint., Prov. Lun. Asylum.

Toronto, 14th January, 1863.



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Statement of the periods of residence of the patients now in the Chief Asylum, Toronto, from the date of last admission :—

Under one year, 123 ; one to two years, 69 ; two to five years, 94 ; five to ten years, 63 ; ten to fifteen years, 29 ; over fifteen, 12.—Total, 380.

Statement of the periods of residence of the patients now in University Branch, from date of admission into the Chief Asylum :—

Under one year, 3 ; one to two years, 6 ; two to five years, 19 ; five to ten, 21 ; ten to fifteen, 16 ; over fifteen, 13.—Total, 78.

Similar returns from the Malden and Orillia Asylums would shew figures corresponding to those of the University Branch.

J. WORKMAN, M.D.,  
Med. Superint., Prov. Lun. Asylum.

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# REPORT

OF THE

## ORILLIA BRANCH LUNATIC ASYLUM.

FOR 1863.

*To the Board of Inspectors of Asylums, &c., Canada :*

GENTLEMEN,—I have the honor to submit my statement of the condition and operations of the Orillia Branch Asylum for 1863; and it is with feelings of much thankfulness that I have to report the passing of another year without accident or serious casualty to any of the patients.

The following table shows the numbers and sex of the admissions and discharges since the opening of the asylum, August 13, 1861. Also, those remaining on the 31st December, 1863:—

|                                       | MALE. | FEMALE. | TOTAL. |
|---------------------------------------|-------|---------|--------|
| Admitted, to 31st December, 1861..... | 20    | 25      | 45     |
| “ “ “ 1862.....                       | 30    | 53      | 83     |
| “ “ “ 1863.....                       | 8     | 8       | 16     |
| Total.....                            | 58    | 86      | 144    |
| Discharged.....                       | 1     | 4       | 5      |
| Died.....                             | 3     | 3       | 6      |
| Eloped.....                           | 1     | ...     | 1      |
| Total.....                            | 5     | 7       | 12     |
| Remaining, 31st December, 1863.....   | 53    | 79      | 132    |

Transfer Patients from Provincial Asylum to Orillia Branch Asylum.

|                                            | MALE. | FEMALE. | TOTAL. |
|--------------------------------------------|-------|---------|--------|
| August 13th, 1861.....                     | 8     | 12      |        |
| October 2nd, 1861.....                     | 12    | 12      |        |
| May 28th, 1862.....                        | 20    | 20      |        |
| October 22nd, 1862.....                    | 6     | 30      |        |
| November 13th, 1863.....                   | 6     | 6       |        |
| Total.....                                 | 52    | 80      | = 132  |
| Primary admissions with consent, 1861..... | ...   | 1       |        |
| “ “ 1862.....                              | 4     | 3       |        |
| “ “ 1863.....                              | 2     | 2       |        |
| Total.....                                 | 58    | 86      | 144    |

|                                              |   |   |     |
|----------------------------------------------|---|---|-----|
| Admissions from Provincial Asylum, 1863..... | 6 | 6 | ... |
| Primary " " 1863.....                        | 2 | 2 | 16  |
| Deaths, 1863.....                            | 2 | 2 | 4   |
| Discharges, 1863.....                        | 1 | 2 | 3   |

The deaths during the year were four—two men and two women. The first occurred on the 28th of January. Her age, twenty-eight—had been an inmate of Provincial Asylum four years and two months; in the Orillia Asylum ten months. The Medical Superintendent marked her in Registry sent with transfer, as "*very feeble and fond of bed*:" marasmus-diarhoea two months previous to death.

R. G.—Died, 12th April; age, thirty-six. Tubercular phtthisis; confined to bed three months. Asylum residence, two years.

G. S.—5th May; age, twenty-nine. Asylum residence, nineteen months—a very dirty patient—chronic dysentery; bed-ridden for seven months; scrofulous disease of right hip. *Post mortem*—Increased density and thickness of cranium. The substance of the brain was softer than natural.

The fourth case.—8th June; age, sixty-seven. Mrs. D. was very large and fat—eat voraciously—marked on Register as "*helpless and fond of bed*;" improved by change of residence. Her illness came on an hour after supper when in bed; she soon became comatose, and expired in two hours. Congestive apoplexy.

I may remark, that though each of these deaths are attributed to some distinct disease, still there was little for especial comment.

Dr. Workman says, in reference to deaths occurring to chronic patients, "*chronic insanity terminates frequently in complicated or obscure forms of disease, to which it is very difficult to assign any definite nosological designation. The ultimate symptoms of the case may appear to ordinary observers, clearly enough indicative of the final pathological state of the organs then most prominently affected; but to the physician, who has observed the long series of morbid phenomena which have preceded and determined the closing scene, they are suggestive of associated facts imperfectly appreciated by others.*"

*Discharges.*—Two females and one male. They were *mere discharges*.

D. McP.—A transfer patient from Provincial Asylum—religious monomaniac—was much improved by the change, so much so that when his father came to see him he wished to remove him, to which I consented, hoping "*home influence*" might tend to cure him of a vicious habit he was addicted to. Since he left here, January 28th, he has steadily improved. This case, however, will likely prove recurrent.

The second discharge, that of a young female, removed by her parents, 24th July. She was in last stage of pulmonary consumption; she was but a short time resident in the asylum. *Insanity—hereditary.*

Mrs. D.—An asylum resident, three years; age, 48; chronic dementia. Mrs. D.'s husband came from the United States to bring her home, and "*try her*," as he expressed himself. I suspect he will regret having removed her, and also that he was not guided by other advice than his own mere impulse.

Although the discharges as given above are *not cures*, there are in the institution many cases restored to bodily health and mental improvement; many others to a condition of comfort and comparative happiness.

These improvements are perhaps principally owing to the pure air of the locality, good ventilation and the genial warmth of our building in winter; or they might have occurred in the same space of time had they remained at the Toronto Asylum.

Over forty per cent of the patients transferred to the Orillia branch were in feeble condition of body, and suffering from various forms of constitutional derangement and organic disease.

One very decided case of improvement is worth giving. Mrs. R.; aged 46; marked on register as "*dirty in habits and fond of bed*;" very feeble, very irritable, her countenance rather disagreeable, her appetite feeble, relaxed bowels, body emaciated. The first six weeks after her arrival, little or no alteration; gradually she improved, until at length she became independent of all nursing. This past ten months health of body and mind has been so far established that she is now a valuable assistant in the house, active, clean and tidy, good tempered and cheerful, is never idle, eats and sleeps well. Her physiognomy has also changed; repose of features and that harmony existing between each constituent

part of the visage and its relative significance with the manifestation of an active, intelligent being.

The primary admissions this year, with consent of Medical Superintendent of Provincial Asylum, were four—two males and two females.

The first was the re-admission of the young man who eloped last year. The second, a man aged 35—single—has been insane for eight years; chronic dementia, quiet and harmless.

Of the two females, one was only 18 years old; hereditary insanity; her uncle an inmate of Provincial Asylum. She was removed by her parents as mentioned in table of discharges.

The fourth admission, (Mrs. C.) has been twice a resident in the Toronto institution—age, 58—married; chronic dementia. She is a strong, active woman.

Asylum residence of those at present in the Orillia branch:—Twenty years and upwards, 2; ten to twenty years, 10; five to ten years, 16; under five years, 104.—Total, 132.

*Domestic condition.*—Married, 52; single, 73; widows and widowers, 7.—Total, 132.

*Ages.*—Twenty to thirty, 37; thirty to forty, 38; forty to sixty, 13; sixty to seventy, 9.—Total, 132.

*Religion.*—Protestants, 80; Roman Catholics, 39; other denominations, 13.—Total, 132.

*Nationality.*—Ireland, 69; Scotland, 20; England, 7; Canada, 32; United States, 4.—Total, 132.

*Trade or occupation.*—Men:—Farmers, 6; laborers, 16; masons, 3; carpenters, 2; stone cutter, 1; moulders, 3; painters, 2; cabinet-maker, 1; grocers, 2; school teacher, 1; Indian hunter, 1; no ascertained occupation, 15. Women:—Domestics, or wives, widows or daughters of farmers or laborers, 43; servants, 12; school teachers, 3; governess, 1; wife of tavern keeper, 1; no occupation, 19.—Total, 132.

I have omitted a table of probable causes of derangement from the want of accuracy of facts.

*Habits.*—Males:—Industrious, 20; idle, and unable to work, 32. Females:—Industrious, 21; idle, and unable to work, 59.—Total, 132.

*Asylum accommodation.*—Beds:—Men, 55; women, 79.—Total, 134.

*Degree of education.*—Read and write, 42; read only, 15; neither read or write, 65; unknown, 10.—Total, 132.

#### ALTERATIONS AND IMPROVEMENTS.

The brick floor of the laundry had sunk in several places. The bricks were broken and very faulty—the whole surface so uneven that the waste water lodged in the cavities—very uncomfortable to those engaged in washing; untidy and slovenly in its appearance.

One of our patients, a mason, undertook the task of remedying it. He commenced by laying on a thick coating of mortar (3 to 4 inches), made with gravel, lime and water. When nearly dry, a finishing coat of two inches of fine mortar and water-lime. The whole was well done. No cost to the institution except the materials. It is an excellent floor, hard and durable, independent of the comfort to the laundry people. The extent covered, 29 feet by 19.

The situation of the women's bath room, in the wing over kitchen, was very inconvenient, especially since increase of female patients—many of them feeble. The only way of access to the bath was from their corridor into the central hall and from thence by a long, narrow passage. It was also insecure, two patients having got out of the windows. The change was urgent. I had ten feet partitioned off the dormitory second flat, which gave a commodious bath-room, 15ft. 9in. by 10ft., convenient in every respect. The former bath-room converted into Matron's store room, and the old store room into a bed-room for the engineer and night watch.

Another necessary alteration and improvement was in removing the condensers from under the kitchen. The disengaged steam kept the under part of the flooring and joists constantly damp (wet); the injury to the floor, and the unhealthy effect on the cook and kitchen assistants, was worth considering. To obviate all these destructive tendencies,

we had a cellar dug, six feet deep by eight feet wide and nineteen feet long, a stone wall twenty-one inches thick, to secure against frost, and a superstructure of brick eight feet high, this was roofed over and brought in close contact with engine house—the lower or cellar part for condensers, the upper part a shop for engineer, much wanted, as the space in front of furnaces is only six feet.

The principal expenses of these alterations were the plumber's work, having to be done by Toronto mechanics. Before they left we had our boiler, pipes, &c., thoroughly examined and repaired, so that their safety and usefulness would not be interfered with when required. All the carpentry work, shingling, and part of the brick work was done by patients.

I was obliged to have the front of verandas boarded in, four feet high, as no matter how strict the watchfulness of the attendants, indelicate acts have been indulged in. The verandas face the lake, so that persons passing to and fro in boats could not but observe these improprieties.

The drying room over laundry answered very well in rainy weather in summer, but in winter it is almost useless. No way of heating except by stoves; this we had a dread of as the ceiling was boarded. After testing the heat in main entrance hall, I found that the circulating pipes gave out sufficient, so that we might, without losing a natural temperature, remove the box-coil from the hall: this our own engineer and assistant have done, and placed the box-coil in the drying-room; pipes were attached to the main heating apparatus, and we have now a complete drying-room, effecting a large saving, as eventually some plan should have been adopted for this necessary purpose.

The past two summers the waters of Lake Conchoching have fallen over three feet—last summer twenty-eight inches, this summer twenty inches. This has seriously interfered with our supply of water. Last year a two-inch iron pipe was continued out twenty feet into the lake, 200 feet from well. This year the distress to the horses, pumping from five to six hours daily, was very great. We had the pipe taken up and re-laid three feet deeper, in all six feet under ground—an angle removed, and a straight, continuous pipe from lake to well; this was done by our own patients and keepers. It is an improvement; but still the necessity for a small engine of four-horse power is obvious, it could be attached to the present heating apparatus without requiring a separate furnace. Independent of the advantage of supplying us with sufficient water, its services as a fire engine should not be lost sight of.

Our engineer is only hired for the winter months—from November till April. So that should the Board decide on this necessary addition, it would be a great saving in having it fitted up during the period of his engagement.

The original earthen pipe is useless, until the water in the lake rises to the level it was when it was first laid.

We have every reason to feel thoroughly satisfied with the steam heating; it is duly appreciated by all and each of us.

#### WORK DONE BY PATIENTS AND ATTENDANTS.

A plank-walk, four feet wide, leading from entrance gate to front door, 340 feet; filling in with stone and gravel, to a depth of fourteen inches, that part of carriage road opposite hall-door; building wood-shed attached to engine-house, thirteen feet six inches by ten feet; framing, shingling, &c.; planting, hoeing and removing potatoes, and other garden operations; conveying earth, stones and other material, for filling in the low portion of ground; digging drains; making and improving walls—this occupied men and horses summer and fall; assisting in farm yard, also at house work; sawing and piling wood; clearing away snow from walks, building, &c.; aiding at the different alterations and repairs, &c., &c.

It may be remarked that we have not the benefit of the knowledge and skill of the various trades to turn to some account for the use and benefit of the asylum, as in similar institutions. We have no tailor, blacksmith, shoemaker or gardener.

The women are employed as usual, knitting, quilting, making dresses, shirts, chemises, and other articles of apparel; mending and repairing; assisting in laundry, kitchen and house work.

The following articles have been made up:—

Shirts, 110; chemises, 61; petticoats, 20; dresses, 79; hoods, 40; loose cotton jackets, 23; caps, 13; stockings, 61 pair; socks, 78 pair; pillow-slips and ticks, 50; bed-ticks, 47; sheets, 5; towels and rollers, 14. Over 3,000 gallons soft soap and 800 lbs. of hard soap; candles, 50 lbs.

*Farm produce.*—Milk, 2,800 gallons; potatoes, 350 bushels; pork, 1,300 lbs.

In the printed report of the Inspectors, for 1862, two members of your Board allude to the very limited extent of land belonging to this asylum, consequently a serious drawback to further additions.

I hope I may not be considered presumptuous in making the following statement:—

The asylum land at present enclosed, measures upwards of eight acres, four of which is taken up by site of buildings, farm-yard, roads, walks and airing grounds. Two and a-half acres are under cultivation, and one and a half acre additional has been ploughed this summer. If the adjoining block, five acres, was purchased (the land is excellent) it would give for garden and pasturage eight to nine acres—inclusive of our own four acres—as large an extent to be *thoroughly* cultivated as would employ our men, patients and attendants. A large farm would entail expenses (hired labor, &c.) not commensurate with the return. Our working patients are few, and we are likely to have no better. The keepers, small in number compared with those usually employed in asylums. I would also respectfully direct your attention to the fact, that the portion of land at present belonging to the asylum—with the exception of that occupied by the building—was purchased by this municipality for \$2,000, for asylum purposes, and all the money paid up.

With regard to land for recreation, it is very noticeable that the situation of the Orillia Branch Asylum is peculiarly situated in a rural district, away from the bustle or annoyances of a town, with all the advantages of drives or walks not circumscribed by the walls of an asylum, with varied scenery commanded by every part of the building. There surely can be no want of new and pleasing, and yet unexciting impressions calculated to suggest healthy trains of thought, foreign to morbid feelings, and furnishing some material for reflection more allied to sanity.

The locality is graphically described by a member of the Board. After describing the building, grounds, &c. Mr. Ferris says, "The scenery, however—one great point in the selection of a locality for an asylum for lunatics—is certainly very interesting and beautiful. The bright waters of the lake in front, the curving bays, the woods and the hilly lands in rear, all unite in giving to the situation a peculiar attraction which makes it much sought after in summer by the tourist and by families from Toronto, and which is not lost upon the insane; nor are the facilities secured by it being situated in a thriving village like Orillia to be lost sight of."

Our amusements, same as in last year's report, with addition of a bagatelle board, swings, and, during winter months, a dance or meeting on Wednesday evenings—patients and attendants. The sleigh drives greatly enjoyed by old and young, excited and imbecile.

A great boon would be conferred on the feeble and invalids by the erection of a veranda on the west side (men's). In very warm or wet weather, those occupying the lower day-room are necessitated to remain indoors, thereby depriving them to a certain extent of enjoyment, comfort and healthfulness.

The Superintendent of the Parent Asylum sent us a transfer of several of his pictures (colored); subjects in natural history, botany, and other delineations. Our walls are now well covered, giving a pleasing aspect to the rooms; as yet they have not been disturbed by the patients.

The Rev. Mr. Stewart, Church of England, and Rev. Mr. Gray, Presbyterian, still continue their services. The duties these gentlemen have imposed on themselves are no light ones. The time of country ministers is always occupied—still we had never to record their absence at the usual hour. They are entitled to our best thanks and wishes.

All the officers and attendants have been faithful, attentive and kind in their different stations; their zeal and ability, in promoting the objects of the institution and personal comforts of its inmates, deserve my warmest approbation.

DIETARY.

|                                |                         |                       |                            |                  |                |                          |
|--------------------------------|-------------------------|-----------------------|----------------------------|------------------|----------------|--------------------------|
| Beef or Mutton                 | Bread.                  | Tea.                  | Coffee.                    | Sugar.           | Butter.        |                          |
| Female, $\frac{1}{2}$ lb.....  | 1 lb.....               | $\frac{1}{4}$ oz..... | } $\frac{1}{4}$ lb. to 30. | { .....2 oz..... | 1 lb. to 10.   |                          |
| Male ... $\frac{3}{4}$ " ..... | 1 $\frac{1}{4}$ " ..... | $\frac{1}{4}$ " ..... |                            |                  | .....2 " ..... | 1 $\frac{1}{2}$ " to 10. |
| Keeper, $\frac{3}{4}$ " .....  | 1 $\frac{1}{2}$ " ..... | $\frac{2}{5}$ " ..... |                            |                  | .....3 " ..... | 2 " to 10.               |

Fish on Fridays, for Roman Catholics, when it can be procured; otherwise eggs, butter, &c. Rice, 1 lb. to 10, all round The meat generally boiled; the soup thickened with bread and barley once a week, or perhaps twice. Irish stew, the meat in same proportion; roast meat occasionally, potatoes daily; other vegetables when in season. On Christmas day, turkeys and geese, with plum-pudding; during winter, apple pies and puddings.

*Extras for sick.*—Arrow-root, corn-starch, beef-tea, broiled beef, &c., stewed apples or other fruit; wine.

*Indulgences.*—Tobacco; beer. There are 32 patients on beer list.

DAILY ALLOWANCE OF FOOD.

|                 |            |             |                       |              |             |              |
|-----------------|------------|-------------|-----------------------|--------------|-------------|--------------|
| No. of Persons. | Meat, lbs. | Bread, lbs. | Tea, lbs.             | Coffee, lbs. | Sugar, lbs. | Butter, lbs. |
| 150.....        | 80 .....   | 173 .....   | 2 $\frac{1}{2}$ ..... | 3 .....      | 13 .....    | 11           |

The cost exceeds, by a few decimals, ten cents each.

The contract prices for principal articles of consumption, 1863, same as those of 1862.

OFFICERS AND ATTENDANTS, 1863.

|                                             |                  |
|---------------------------------------------|------------------|
| Medical Superintendent,                     | Matron,          |
| Clerk,                                      | Night-watch,     |
| Steward,                                    | Laundress,       |
| Night-watch,                                | Assistant do.,   |
| Farm servant and acting assistant engineer, | Kitchen maid,    |
| Four Keepers,                               | Cook,            |
| Engineer (5 months),                        | Four nurses.—20. |

All are boarded and lodged in the asylum, except Medical Superintendent and Clerk. Accompanying this report is the balance sheet for 1863.

Gentlemen,—In conclusion, I may state, that I have zealously endeavored to maintain the efficient working of the Orillia Branch Asylum, to carry out its benevolent objects in the mitigation—if not the cure—of human suffering, as allied to mental alienation.

I have the honor to remain,

Faithfully yours,

JOHN ARDAGH,  
Medical Superintendent.

Orillia, January, 1864.

**R E P O R T**  
OF THE  
**MALDEN LUNATIC ASYLUM,**  
**AT AMHERSTBURG,**  
FOR THE YEAR 1863.

*To the Board of Inspectors of Asylums, Prisons, &c., of Canada :*

GENTLEMEN,—I have the honor, at the close of another year, to submit for your consideration the Annual Report of the Malden Lunatic Asylum, for the year 1863.

There were 218 patients in this asylum on the 1st of January, 1863; 31 have been admitted, making a total of 249 under treatment during the year; 14 have been discharged, and nine have died, leaving 226 at the end of the year 1863; as follows:—

|                                   | MEN. | WOMEN. | TOTAL. |
|-----------------------------------|------|--------|--------|
| Remaining, 1st January, 1863..... | 112  | 106    | 218    |
| Admitted during 1863.....         | 16   | 15     | 31     |
| Total. ....                       | 128  | 121    | 249    |

|                         | MEN. | WOMEN. | TOTAL. |
|-------------------------|------|--------|--------|
| Discharged in 1863..... | 4    | 10     | 14     |
| Died in 1863.....       | 7    | 2      | 9      |
| Total.....              | 11   | 12     | 23     |

Remaining, 31st December, 1863 ..... 117      109      226

Several elopements have taken place during the year, but the patients have either been recaptured, or sent back by their friends.

One of the men who eloped succeeded in making his way to Tyrone, his former residence, from which place he was returned to this asylum.

In one instance a recovered patient eloped, but following the almost invariable rule adopted in asylums in such cases, I wrote her off as discharged. I have heard from her several times since she reached home, and up to the present time she continues sound in mind, and competent to perform the duties that devolve on her.

Of the 14 patients discharged, 11 were restored to reason; two were idiotic; and one, a female suffering from general paralysis, was removed by her friends.

In the following tables, certain statistical facts are given, not that I attach much importance to them, but they may prove interesting to similar institutions. It is often impossible to ascertain the effect the varying circumstances of life have upon our own minds, and how much more difficult it is for us to delineate the consequences similar influences must produce on minds clouded by disease, and perverted by delusions.

*Table No. 1.—Time, eleven patients discharged, cured, were under asylum treatment.*

| No.         | MONTHS. | DAYS. | REMARKS.                    |
|-------------|---------|-------|-----------------------------|
| No. 1 ..... | 6       | 27    | 1st attack.                 |
| “ 2 .....   | 3       | ...   | “ “                         |
| “ 3 .....   | 2       | 28    | “ “                         |
| “ 4 .....   | 4       | 29    | “ “                         |
| “ 5 .....   | 3       | 2     | Formerly in Toronto Asylum. |
| “ 6 .....   | 4       | 13    | 1st attack.                 |
| “ 7 .....   | 2       | 29    | “ “                         |
| “ 8 .....   | 2       | 19    | “ “                         |
| “ 9 .....   | 5       | 6     | “ “                         |
| “ 10 .....  | ...     | 11    | “ “                         |
| “ 11 .....  | 9       | 25    | Formerly in Toronto Asylum. |
| Total.....  | 42      | 29    |                             |

Or an average of about four months each.



Table No. 2.—Time, three patients discharged, not recovered, remained in the asylum.

|             | MONTHS. | DAYS. | REMARKS.                 |
|-------------|---------|-------|--------------------------|
| No. 1 ..... | 3       | 12    | General paralysis.       |
| " 2 .....   | 3       | 21    | Idiotic.                 |
| " 3 .....   | 7       | 20    | Idiotism, with epilepsy. |

Total..... 14      23

An average of about five months each.

Table No. 3.—Time, the nine patients who died, remained under asylum treatment, and the cause of the death of each.

|             | YEARS. | MONTHS. | DAYS. | CAUSE OF DEATH.                 |
|-------------|--------|---------|-------|---------------------------------|
| No. 1 ..... | 1      | 4       | 4     | Apoplexy and general paralysis. |
| " 2 .....   | 2      | 4       | 10    | Consumption.                    |
| " 3 .....   | 7      | 11      | 7     | Abscess of brain.               |
| " 4 .....   | 3      | 9       | 7     | General paralysis.              |
| " 5 .....   | 15     | 9       | 27    | Bright's disease.               |
| " 6 .....   | 16     | ...     | ...   | " "                             |
| " 7 .....   | 6      | 2       | 22    | Consumption.                    |
| " 8 .....   | 14     | 1       | 18    | Cancer of epiploon.             |
| " 9 .....   | 14     | 10      | 7     | Consumption.                    |

Total..... 73      10      16

Of the above, Nos. 1 and 3 were primary admissions, and their average residence was about four months and seven days each; while the average asylum residence of the remaining seven, who were transferred from Toronto, was ten years, five months and thirteen days, inclusive of the time spent by them in the asylum at Toronto.

Table No. 4.—Brief history of eleven patients discharged, recovered.

| No. | Age. | Sex.       | Civil State.  | Supposed Cause of Insanity. | Occupation. |
|-----|------|------------|---------------|-----------------------------|-------------|
| 1   | 30   | Female...  | Married ..... | Puerperal. ....             | Domestic.   |
| 2   | 19   | Female...  | Single .....  | Unknown .....               | Servant.    |
| 3   | 46   | Male ..... | Married ..... | Loss of property .....      | Farmer.     |
| 4   | 26   | Female...  | Single .....  | Religious excitement. ....  | Domestic.   |
| 5   | 52   | Female...  | Widow .....   | Unknown .....               | Shopkeeper. |
| 6   | 37   | Male ..... | Single .....  | Drunkenness .....           | Laborer.    |
| 7   | 16   | Male ..... | do .....      | Hereditary .....            | do.         |
| 8   | 40   | Female...  | Married ..... | Desertion of husband .....  | Domestic.   |
| 9   | 32   | Male ..... | do .....      | Religious excitement .....  | Farmer.     |
| 10  | 53   | Female...  | do .....      | Ill-health .....            | Domestic.   |
| 11  | 22   | Female...  | Single .....  | Unknown .....               | Servant.    |

From the above it will be seen that six, two males and four females, were married or widowed; and that five, two males and three females, were single. Two were under 20 years of age; two, between 20 and 30 years of age; three, between 30 and 40 years of age; two between 40 and 50 years of age; two, over 50 years of age.

In all but two (from religious excitement), the supposed cause of insanity has been different, as far as known.

The number of cases of insanity developed by religious excitement in the seven counties assigned to this asylum, in the last year, has been frightfully large; but comparatively few of these have required asylum treatment. In the majority of the cases the delirium has been of short duration, and, consequently, the sufferers have not been consigned to the asylum.

Table No. 5.—Brief history of three patients discharged, not recovered.

| No. | Age. | Sex.      | Civil State. | Occupation.   | Remarks.                |
|-----|------|-----------|--------------|---------------|-------------------------|
| 1   | 18   | Female... | Single ..... | Domestic..... | General paralysis.      |
| 2   | 21   | do ...    | do .....     | None.....     | Idiotcy.                |
| 3   | 10   | do ...    | do .....     | None.....     | Idiotcy. with epilepsy. |

Table No. 6.—Brief history of the nine patients who died during the year.

| No. | Age. | Sex.       | Occupation.     | Supposed Cause of Insanity. |
|-----|------|------------|-----------------|-----------------------------|
| 1   | 37   | Male ..... | Farmer .....    | Reduced circumstances.      |
| 2   | 63   | Female...  | Domestic .....  | Religion.                   |
| 3   | 42   | Male ..... | Farmer .....    | do.                         |
| 4   | 42   | Male ..... | Pensioner ..... | General paralysis.          |
| 5   | 37   | Female...  | Servant .....   | Love-disappointment.        |
| 6   | 41   | Male ..... | Farmer .....    | Brain fever.                |
| 7   | 45   | Female...  | Tailoress ..... | Unknown.                    |
| 8   | 31   | Male ...   | Laborer .....   | do.                         |
| 9   | 36   | Male ...   | do .....        | Imbecility.                 |

Table No. 7.—Brief history of thirty-one patients admitted during the year.

| No. | Age. | Sex.       | Civil State.  | Supposed Cause of Insanity. | Occupation.   |
|-----|------|------------|---------------|-----------------------------|---------------|
| 1   | 37   | Male ..... | Married ..... | Reduced circumstances ..... | Farmer.       |
| 2   | 22   | do .....   | Single .....  | Onanism.....                | do.           |
| 3   | 22   | Female...  | do .....      | Unknown .....               | Servant.      |
| 4   | 55   | do .....   | Married ..... | Imbecility .....            | Domestic.     |
| 5   | 26   | Male ..... | Single .....  | Epilepsy .....              | Farm-work.    |
| 6   | 20   | do .....   | do .....      | do .....                    | do.           |
| 7   | 51   | do .....   | do .....      | Unknown .....               | Waggon-maker. |
| 8   | 40   | Female...  | Married ..... | Desertion of husband .....  | Domestic.     |
| 9   | 59   | do .....   | Widow .....   | Unknown .....               | do.           |
| 10  | 37   | Male ..... | Single .....  | Drunkenness.....            | Farmer.       |
| 11  | 24   | do .....   | Married ..... | Onanism.....                | Laborer.      |
| 12  | 18   | Female...  | Single .....  | Menstrual difficulty.....   | House-work.   |
| 13  | 10   | do .....   | do .....      | Epilepsy .....              | None.         |
| 14  | 32   | Male ..... | Married ..... | Religious excitement.....   | Farmer.       |
| 15  | 52   | Female...  | Widow .....   | Unknown .....               | Shop-keeper.  |
| 16  | 45   | Male ..... | Married ..... | do .....                    | Laborer.      |
| 17  | 16   | do .....   | Single .....  | Hereditary.....             | do.           |
| 18  | 42   | Female...  | Married ..... | Unknown .....               | Domestic.     |
| 19  | 58   | Male ..... | do .....      | do .....                    | Farmer.       |
| 20  | 21   | Female...  | Single .....  | Idiotism.....               | None.         |
| 21  | 40   | Male ..... | do .....      | Unknown .....               | Laborer.      |
| 22  | 30   | Female...  | Married ..... | do .....                    | Domestic.     |
| 23  | 47   | do .....   | Widow .....   | Trouble .....               | Domestic.     |
| 24  | 60   | do .....   | Single .....  | Imbecility .....            | House-work.   |
| 25  | 40   | do .....   | Married ..... | Puerperal.....              | Domestic.     |
| 26  | 70   | Male ..... | Widower ..... | Unknown .....               | Stone-mason.  |
| 27  | 53   | Female...  | Married ..... | Ill-health .....            | Domestic.     |
| 28  | 38   | do .....   | do .....      | Religious excitement .....  | do.           |
| 29  | 23   | do .....   | Single .....  | Unknown .....               | Servant.      |
| 30  | 35   | Male ..... | Unknown ..... | do .....                    | Laborer.      |
| 31  | 27   | do .....   | Single .....  | Epilepsy.....               | Farmer.       |

Of the thirty-one admissions, fifteen were men; of whom six were married, eight were single, and one unknown. Sixteen were women; of whom ten were married and six were single.

The insanity of one of the married men was developed a few days after his nuptials, and was ascribed to self-abuse previous to marriage. Two of the females, returned as single, have given birth to children, so that their insanity cannot be ascribed to celibacy; nor do I think that the insanity in any of the remaining four could be, as females are not prone, so far as my observation has extended, to insanity from this cause.

The two unmarried women, who gave birth to children, were no doubt originally weak minded; and probably both of them were insane prior to becoming the victims of those who bore the shape, without being endowed with the finer moral attributes, of man.

Too many of such lamentable cases have occurred in our country. It is a crying evil which calls for correction, both from philanthropic and economical reasons.

What can be more repugnant to our feelings as human beings, living in a christian country, than to know that hapless females, deprived of the use of their reasoning powers, wander through the country, a prey to the unprincipled lasciviousness of the male sex? And in too many instances their mishaps are traceable to friends, abundantly able to provide for them at home, thrusting them broadcast on the world, and allowing them to shift for themselves, instead of providing for them at home, or taking steps to have them placed in a proper receptacle for their custody and care.

There will be a time of fearful reckoning for such, when the day of retributive justice arrives!

I have made a few remarks on this subject, because it has been so often forced on my attention, that I have felt it my duty to avoid further silence.

These are not, generally, desirable cases for a lunatic asylum; but it is highly desirable they should have a safe home.

It is repugnant to the philanthropic feelings of any citizen to see a helpless lunatic wandering about the country, unable properly to provide for his or her wants, and exposed to all the vicissitudes of the weather; but it is disgusting to our finer sensibilities to know that it is a female, exposed to the ruffianly advances of scoundrels, who thus abjectly wander through the land.

I imagine there are few asylum physicians who have not taken in hopeless female imbeciles (although they are life occupants of beds), to save them from a life of vagrancy and (insane) prostitution; and while doing this, the entailing of a race of illegitimate idiots, who would afterwards become a public burden, is prevented.

*Table No. 8*—Shewing the Counties from which the 31 patients, admitted during the year, were sent:—

| County.         | No. | Sent from Gaol. | Sent by Friends. |
|-----------------|-----|-----------------|------------------|
| Norfolk .....   | 0   | 0               | 0                |
| Oxford .....    | 1   | 0               | 1                |
| Middlesex ..... | 10  | 6               | 4                |
| Elgin .....     | 5   | 2               | 3                |
| Kent .....      | 6   | 5               | 1                |
| Essex .....     | 9   | 4               | 5                |
| Lambton .....   | 0   | 0               | 0                |
| Totals .....    | 31  | 17              | 14               |

*Table No. 9*.—Of the patients admitted there had been insane:—three months and less, 8; three to twelve months, 8; one to two years, 2; two to three years, 0; three to five years, 2; over five years, 7; unknown, 4.—Total, 31.

*Table No. 10*.—Form of insanity in 31 patients admitted:—Mania, acute, 8; mania, chronic, 4; melancholia, 6; general paralysis, 3; dementia or imbecility, 6; dementia, with epilepsy, 2; idiotcy, congenital, 2.—Total, 31.

*Table No. 11*.—Form of insanity in fourteen patients discharged:—Mania acute, 6; mania puerperal, 1; monomania, 1; melancholia, 3; general paralysis, 1; idiotcy, congenital, 2.—Total, 14.

*Table No. 12.*—Form of insanity in nine patients who died;—Mania, chronic, 5; general paralysis, 2; dementia, 2.—Total, 9.

Two of the deaths were in acute cases of mental disease, and seven in the patients transferred from Toronto. Nine deaths in an aggregate under treatment of 249, gives a percentage of 3.61, nearly.

The following is a brief epitome of some of the most interesting and instructive cases, with short details of *post-mortem* examinations:—

## I.

J. S., a native of Scotland, aged 42 years, was admitted at the Malden Asylum on 2nd September, 1862. He was a married man, the father of five children, and a farmer by occupation. He was said to be of active habits, and to have led an industrious and sober life. He had been insane about four weeks prior to admission; his insanity was ascribed to religious excitement; and he was said to be both suicidal and dangerous.

This patient had had three epileptic fits prior to admission: the first on Christmas Eve, 1861; the second in the spring of 1862; and the third in August, 1862, two weeks prior to his admission here. Before and after each of the seizures he complained of great pain in the right side of his head, and was *bled* freely on each occasion! No epileptiform attack occurred during his confinement in this asylum.

J. M. was a small spare man; with light complexion and hair, inclining to baldness; deep blue eyes, and a pleasing countenance. There was a small, fatty tumor in the scalp over the situation of the anterior fontanel. It was quite loose and moved freely over the cranial bones. When admitted he was pale and emaciated, but had a good appetite. He was active and restless, talked much, but slept little, and did not complain of any pain. He continued delicate without apparent cause, and, about Christmas, 1862, had a large boil formed over the right superciliary ridge, at the outer angle of the right eye, attended by an erysipelatous inflammation of the face and head. After this was cured, he gained rapidly in bodily and mental strength, for a short period, and then, again began to droop. When sitting in a chair his head would fall generally to the right side, and anteriorly. He was put to bed. Large bed-sores formed on his nates and right hip; the most formidable being on his right hip, as it was difficult, in fact impossible without constraint, to keep him from laying on the right side. The slough on the right hip became deeper, and the inflammatory symptoms assumed an erysipelatous character. Venous hæmorrhage, several times took place, but was easily stanchied by pressure. He finally expired on 20th April, 1863, having been perfectly conscious from the 1st of the year, to within 12 hours of his death, when comatose symptoms came on.

This patient, in the occasional periods of excitement to which he was subject, tore much bedding and clothing; but he never manifested the peculiar symptoms of general paralysis.

*Post-mortem.*—The head was of ordinary size, and well shaped. The cranial bones contained the usual amount of diploc. In the right side of the cranial cavity, extending from the petrous portion of the temporal bone to the occipital protuberance; in the cavity of the arachnoid, a sac filled with a thin semi-serous pus existed. The sac containing the pus was four inches in length antero-posteriorly, and extended upwards from the petrous portion of the temporal bone nearly to the sagittal suture. The dura-mater and arachnoid had a few small deposits, apparently tubercular, in them, and similar smaller deposits were numerous on the membranes, covering the compressed surface of the brain contiguous to the sac. The membranes around the sac were quite rotten; but the bones were healthy, and presented no unusual protuberance.

In the brain, the grey and white matter were in due proportion to each other; both were much softened, and pale in colour. The meninges, except around the abscess, were generally healthy. The tentorium and cerebellum, were not affected by the abscess. The cerebellum was softened and pale in colour.

The lungs were studded, from top to bottom, with miliary tubercles, and were mottled with dark spots. No large tubercles or cavities existed in them. Strong pleuritic adhesions had taken place posteriorly. Heart enlarged but otherwise healthy. Liver enormously enlarged and softened. Abdominal viscera, generally healthy.

*Note.*—The formations formed in the walls of this abscess of the brain resembled miliary tubercles; but they shrivelled rapidly when exposed to the air; and were pronounced on microscopic examination to be nothing more than inflammatory depositions. I am, however, taking into consideration the state of the lungs and the appearance of the pus, inclined to the opinion that the abscess was of a scrofulous nature, although the deposits did not present a tubercular character.

## II.

J. McC., a female, admitted as a patient of the Provincial Lunatic Asylum, at Toronto, on 21st July, 1847, and transferred to Malden on 17th December, 1859. When admitted at Toronto she was said to be 21 years of age, single, and a servant. She died on 18th May, 1863. During her asylum residence she was proud and idle; but was at all times extremely neat in her person and dress. She always had a good appetite, and was inclined to corpulency. She was a Roman Catholic, and in turns fancied herself a priest, a monk, and a nun. Sometimes she believed herself to be a man, and at others considered herself a female far advanced in pregnancy. Since her transference from Toronto to Malden, she has considered herself the lady of "Captain Harvey," and was in daily expectation of the captain's arrival with coach and proper equipage to take her away. When walking she always took short steps, and moved with an uneasy, but proud, gait. This was ascribed to pride, and to corns with which she was greatly afflicted. A month prior to death she took to bed, and a large thrombus was found to exist in the right labium-externum. It fluctuated freely, and when opened discharged a large quantity of sanious pus. She revived for a time, but afterwards sank again.

*Post-mortem.*—Nothing abnormal was found in the head or chest. The abdominal viscera were all healthy, except the kidneys, of which nothing but pouches, extending along the ureters almost to the bladder, remained. The thrombus was altogether confined to the right labium, and not connected with any internal organ.

## III.

J. S., a native of Canada, single, 25 years of age, was admitted as a patient of the Provincial Lunatic Asylum on 2nd of August, 1847. He was transferred to Malden on 23rd June, 1860. During his asylum residence he was quiet, orderly and obedient. While in the Toronto Asylum he generally took charge of one of the ward dining-rooms. After his transference to Malden he began to droop, and for the last two years the most of his time has been spent in bed. Even in the sick room for the male patients he always manifested a desire to make himself useful by looking after the meals of his fellow-patients, and generally attending to their wants.

*Post-mortem.*—Brain, normal though rather soft. A thick layer of adipose tissue covered the thorax and abdomen. The color of the lungs was abnormally white. In the upper lobe of the left lung, a few tubercles were observed. The substance of these tubercles, and of the lungs, was very compressible. On the anterior surface of the right lung, there was a cystic tumor containing air, connected with a bronchial tube. Liver, enlarged and of a dark colour. Spleen, large. The kidneys were changed by granular degeneration, probably brought on by retention of urine, caused by calculi (132 in number, and weighing 32 grains), which obstructed the passage of the urine from the kidneys, through the ureters, to the bladder. The ureters were distended so as readily to admit the finger at the upper or kidney end. Albumen was found in the urine; oil globules were abundant in the blood. The calculi appeared to be composed of urate of ammonia with an excess of uric acid. The muscular and mucous coats of the urinary bladder were much disintegrated, the serous covering alone remaining entire, and the bladder consequently presented a nodulated or pouchy appearance.

## IV.

J. C., a male, was admitted as a patient of the Provincial Lunatic Asylum on 25th July, 1849. This was his second admission, and his age was said to be 17 years.

He was transferred to Malden on 3rd October, 1859. During his asylum residence he was idle, excitable, quarrelsome and destructive. In September, 1863, he began suddenly to sink, and finally expired on the thirteenth of that month. His countenance always presented the yellowish hue indicative of cancerous cachexia.

*Post-mortem.*—There was an almost total absence of adipose tissue in the system. The white matter of the brain presented a pearly appearance; and there was a considerable quantity of fluid between the arachnoid and pia-mater, in the ventricles, and in the theca vertebralis. A few tubercles were observed in the upper lobe of the right lung. In each pleuritic cavity slight adhesions had taken place. The liver and spleen were large and congested.

In the greater curvature of the stomach there was a large cancerous perforation, and the contents of the stomach had escaped into the peritoneal cavity, thus causing the sudden sinking and death.

The epiploon, loaded with cancerous deposits of a melanotic character, and immensely thickened, extended from the stomach to the right inguinal region, being closely attached to the vermiform process.

The upper anterior surface of the liver was perfectly infiltrated, in the serous covering, with a yellowish, oleaginous substance or deposit, contained in distinctly separated compartments. The sigmoid flexure of the colon extended upwards as high as the cardiac extremity of the stomach. The kidneys were congested and flabby.

Five of the patients admitted during the year were said to be suicidal; but only two of them have manifested the propensity in the asylum.

The motives which prompt to self-destruction are, no doubt, natural enough, although they are weak and inconclusive. They are rarely vicious or depraved in themselves. It is the result, like all other forbidden and criminal acts, of undue emotion or ungoverned passion. We do not always shrink from avowing our pity for the unhappy wretch who has committed the atrocity; indeed we sometimes enter into his feelings, his condition, his temptations, so far as to indulge a shuddering sympathy with him, while we would never attempt to defend or excuse him, or seek to palliate his apparent guilt. If we can appreciate the temptation, or the oppressive misery which weighs upon the mind and drives the unhappy suicides to the desperate act, we should often find reason to mitigate the harshness with which it is natural and proper to denounce the dreadful deed.

Among the infinitely varied forms of insanity, not the least common, is to estimate fairly and justly the true weight of a motive. Sentiments akin to virtue may, when exaggerated or distorted, betray us occasionally and lead us astray, as well as our vicious propensities. The history of suicides will furnish abundant examples in illustration of this fact. The wonderful inconsistency of some, the strange fatuity of others, and in still others a mistaken purpose, not altogether evil, are alike worthy to be recorded.

In the fall, 321 yards of break-water was put down, to save the wasting of the land along the river front, by the action of the spring thaws and high water. This break-water was constructed in a similar manner to the one made along the immediate front of the asylum buildings in 1860. This has stood well ever since, and has prevented all wasting of the bank so far as completed. It consists of pickets of the old garrison fence, laid three deep, and kept in place by spiles driven down in front of them. Between these pickets and the bank, are placed stone, gathered from the river when the water is low. This embankment cannot be considered as permanent as one made of stone, but it has been constructed without cost, except labor, and a stone wall can easily be constructed in front of it, when an appropriation is made for the purpose—meantime the embankment will prevent the wasting of the bank to the extent of two or three feet annually.

The value of our farm products, principally vegetables raised for consumption, was about \$1700.

The articles manufactured in the sewing-room, besides mending, have been:—

Aprons, 23; dresses, 301; chemises, 308; slirts, cotton, 419; shirts, flannel, 153; sheets, 373; pillow-cases, 451; bed-ticks, 72; table-cloths, 19; towels, 75; strong suit, 1; sun-bonnets, 57; handkerchiefs, 36; stockings, pairs, 32; night-gowns, 5; pants, pairs, 135; coats, 60; shrouds, 3; quilts, 127; petticoats, 47; vests, 5; drawers, 4.

A tailor was employed for a portion of the year 1862; but on making up the accounts at the end of the year, I was fully satisfied that the tailor shop did not pay, and it was consequently abolished. Since then, the new articles of clothing, manufactured for the male patients, have been made in the sewing-room by the females; and the saving thus effected has been considerable.

Enclosed you will find a list of articles in use in the asylum.

Annexed is the return of the income and expenditure for 1863.

We are under obligations to the ministers of different persuasions for the regular performance of divine service every Sabbath, morning and evening, and for occasional services during the week.

The proprietors of the *Essex Record* and the *Essex Journal* continue to send their publications gratuitously.

Again commending the institution, for the year on which we have entered, to the protection and guidance of the Almighty,

I have the honor to be, gentlemen,

Your most obedient servant,

ANDREW FISHER, M.D.,

Med. Superintendent.

**ABSTRACT from the Return of Income and Expenditure of the Malden Lunatic Asylum, from 1st January to 31st December, 1863.**

| <i>Dr.—CASH.</i>                         |        | \$      | cts. |
|------------------------------------------|--------|---------|------|
| To Cash in hand, 1st January, 1863.....  |        | 556     | 29   |
| " Due Institution (Articles sold).....   |        | 255     | 57   |
| " Warrant, 10th February, 1863.....      |        | 4388    | 37   |
|                                          |        | \$5200  | 23   |
| To Balance, 10th February, 1863.....     |        | 1000    | 00   |
| " Warrants.....                          |        | 17318   | 92   |
| " Paying Patients.....                   |        | 219     | 23   |
| " Articles sold.....                     |        | 313     | 39   |
| " Exchange on Detroit.....               |        | 56      | 10   |
| " Liabilities, 31st December, 1863.....  | \$5162 | 44      |      |
| Less, Cash in hand.....                  |        | 122     | 09   |
|                                          |        | 5040    | 35   |
| Total.....                               |        | \$23948 | 04   |
| <i>Cr.—CONTRA.</i>                       |        | \$      | cts. |
| By Liabilities, 1st January, 1863, viz:— |        |         |      |
| " Current Expenses.....                  |        | 4167    | 53   |
| " Alterations and Repairs.....           |        | 32      | 70   |
| " Balance.....                           |        | 1000    | 00   |
|                                          |        | \$5200  | 23   |
| By Expenditure for 1863.....             |        | \$23948 | 04   |

ANDREW FISHER, M.D.,

Medical Superintendent.

Amherstburg, 25th Jan., 1864.

## REPORT OF THE PHYSICIANS,

PROPRIETORS OF THE

## LUNATIC ASYLUM AT BEAUPORT,

FOR THE YEAR 1862.

*To the Inspectors of Asylums, Prisons, &c., &c. :*

GENTLEMEN,—The undersigned, one of the proprietors of the Asylum for Lunatics at Beauport, has the honor to report as follows:—That in the course of last spring the proprietors of the asylum, perceiving the necessity of extending the accommodations of their establishment, and so increasing the comfort of the unfortunate persons entrusted to their care, resolved to make additions to their buildings. After long consideration, and the examination of various plans, their choice fell on that proposed by Mr. Lecourt, the architect, prepared by that gentleman in accordance with his knowledge of the requirements of the case. These buildings consisted of:—

1. A main or central edifice, 64 feet in length by 54 feet in depth, four stories high, flat-roofed, and surmounted by a dome or cupola rising 64 feet above the roof. This edifice rose on the site of another which was pulled down to make room for it, and is divided by four internal walls or partitions which cross each other, and one principal use of which is to support the roof, the cupola and two large cast-iron cisterns contained in the convex frame of the cupola. The ground-floor of this building will comprise a large hall or vestibule, the directors or proprietors' office, an apartment for the House-Physician, a store-room and a dining-room for the nurses and attendants. The next floor will contain the apartments of the Superintendent and his family, the library and bed-rooms. The two upper stories will be appropriated principally as work-shops, and all communication between those of the females and those of the men will be cut off by solid walls and partitions.

2. Two wings, one at each extremity of the asylum, each 40 feet square, three stories high, and like the other, with a flat roof. One of these wings is intended for females, the other for the men; both are completed. Internally they are divided so as to furnish accommodations for certain of the boarders of a superior class, whom it is expedient to keep separate from the ordinary patients, whose previous habits of life, or the nature of their malady place in a lower grade in the scale of classification.

3. A building, 30 feet square, two stories in height, adjacent to the kitchen and in rear of the central or main building. This latter edifice is to contain two large boilers, intended to generate steam for culinary purposes, for the service of the laundry, and for heating the whole establishment. The upper story serves as sleeping-rooms for the attendants, and forms a continuation of a range of such already existing in the corresponding floor over the kitchen.

As already stated, the whole establishment is warmed by steam, which is carried in three main pipes to the rooms situated below each division of the edifice. The pure fresh air, which is admitted to these rooms through pipes contrived for the purpose, is there heated to a high degree, and conveyed to the several apartments above, by means of flues carried up in the thickness of the walls. The heat generated and communicated by this means is not only more agreeable than that which is produced by the ordinary furnace, but it is less liable to be productive of accidents; and the patients are in no danger of burning



themselves, as they doubtlessly would if the heat were carried into their rooms through iron-pipes. The only place in which there will be fire, is the building in the rear containing the boiler.

The central building may be isolated, in case of fire, from the other parts of the establishment, by means of iron fire-proof doors; the newly-erected wings are similarly guarded from fire, in the older part of the building, by the same means:

Two large cast-iron water tanks, seven feet high, seven feet wide and each fourteen feet long, are placed within the dome resting upon the roof, and distribute their contents throughout the whole establishment. The water is drawn from the rivulet which flows in rear of the asylum, and is introduced into the tanks by means of a pump worked by steam. The situation of these tanks, the body of water which they contain (about 9000 gallons), and the ease with which they can be filled, would be a powerful means of extinguishing fire, in case it should occur.

The proprietors have not been unmindful of the means of ventilation in planning their new buildings, and flatter themselves that the methods adopted for that end, so important in a sanatory establishment, will be as satisfactory in their results as they were proved to be in the older portion of the asylum.

The central portion of the edifice is the only part not yet completed; and in that the works are vigorously pushed on and will be finished in a couple of months. When this is done the proprietors have resolved to build—among other additions to the establishment—a *morgue* or dead-house, in which those investigations into the pathology of insanity may be carried on, which are needful in the study of its nature and treatment, and the results added to the sum of knowledge already accumulated of that sadly interesting subject.

The proprietors of the asylum have not yet summed up the cost of all these works. It will be enormous in the present position of affairs. They have not, however, stopped at any sacrifice, pecuniary or other. With a full comprehension of their duties, they are proud of the confidence reposed in them by the Government and the public, and have resolved to prove themselves worthy of it. They venture to hope that their efforts and sacrifices will be appreciated; and that the institution thus enlarged, improved and provided with a resident physician, whose whole time and attention are devoted to serve the wants of the unhappy inmates, will entitle them to a continuance of the public confidence, and their establishment to be distinguished always as hitherto by you, as a model asylum.

J. E. LANDRY, M. D.

|                            |                              |
|----------------------------|------------------------------|
| Dr. J. C. TACHÉ, Chairman, | } Inspectors of Prisons, &c. |
| E. A. MEREDITH, Esq.,      |                              |
| J. M. FERRES, Esq.,        |                              |
| T. J. O'NEIL, Esq.,        |                              |

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## REPORT OF THE HOUSE-SURGEON OF THE LUNATIC ASYLUM AT BEAUPORT.

*To the Inspectors of Asylums, Prisons, &c.:*

GENTLEMEN,—Having been directed by Mr. Taché to submit for your consideration, a report on the Lunatic Asylum at Beauport for the year 1863, I must admit that, notwithstanding that the Chairman of the Board accompanied that order with some advice as to the mode of fulfilling it, for which I must beg of him to accept my sincere thanks; I did not anticipate any such order this year, and that I have, therefore, been taken somewhat unawares. I was appointed by Doctors Douglas and Landry, to whom I can never be too grateful, as House-Surgeon of their establishment but a few months ago, and immediately after completing my course at the Laval University, being

thus, at the very outset of my career as a physician as well as medical adviser. Having been a resident of the asylum but a few weeks, and but imperfectly acquainted with its management and resources, I am sensible of the difficulty of the task devolving upon me and the need of claiming your utmost indulgence.

Having had neither the time nor the means of preparing the detailed statistics I find in similar reports, my work must, of necessity, be incomplete. Moreover, I feel that the shortness of my experience in the matter, lays me open to the danger of expressing opinions created by first impressions only, but which a more extended observation and a deeper study may, perhaps, induce me to modify. On the whole I trust, therefore, that the Inspectors will make due allowance for the disadvantageous circumstances in which I am placed.

The proprietors having laid before you the ordinary statistics of the year, I shall confine myself to a brief summary of their statements, accompanying it with the few remarks suggested by the figures embodied therein.

At the close of the year 1862, the number of patients in the asylum was 435. In the course of 1863, 139 were admitted; making the whole number treated during the year that has just closed, 574. This is an increase of 88 over the previous year.

The number of discharges was 30, distributed as follows:—Cured, 21; improved, 2; no improvement, 1; escaped, 6.

There have been 42 deaths.

There remained, therefore, in the asylum, on the 1st January, 1864, 502 patients—223 men and 279 women; the following being, as near as possible, the classification as to origin: French Canadians, 245; Irish, 160; Scotch, 68; English, 23; Indians, 2; Foreign origin, 4.

The number of inmates of the asylum has thus greatly increased during the past year, and the consequence is that the institution has been somewhat over-crowded for some months back. Happily this will be but temporary; and, thanks to the important enlargement which the establishment has undergone and which is just being completed, despite unavoidable delays, the inmates, even with their increased numbers, when scattered over the enlarged building, will be less crowded, and consequently more comfortable than heretofore.

I find in the reports of other institutions of this nature, that it is usual to state the *probable cause* in cases admitted during the year, and also the period of the first appearance of the disease. The statistics at my command are so incomplete, that I prefer making no statement whatever under these heads. In fact, only in a comparatively small number of cases have I succeeded in obtaining any information upon these points. With the majority of the patients, and particularly those who had been in prison previous to their admission to the asylum, it was almost a matter of utter impossibility, or else the information received was worthless or contradictory. This evil undoubtedly needs the prompt application of a remedy, and the Inspectors, upon whom the removal of the evil more naturally devolves, are so well aware of the necessity of obtaining the information in question, that I need not refer to the matter at any greater length in this report.

Out of 574 patients treated during the past year, 262 were men, and 312 women. The number of women now in the asylum exceeds the number of men by 56. This circumstance is, in my opinion, partly accidental—the number of women admitted during the year having been greater than the number of men—and cannot be made the basis of any conclusion as to the relative frequency of insanity in the two sexes in Lower Canada. It is also due, in part, to the well-known fact that, in cases of insanity, the proportional mortality is much greater among men; so that female patients always accumulate, more or less, in every asylum. And, in fact, on examining the records of the institution, since its first establishment, I have ascertained that the total number of male patients admitted, instead of being smaller, has been slightly in excess.

As to the number of cures—only 21—it would seem at first sight to be but a very small proportion, and falls far short of the splendid results said to have been secured by similar institutions in the United States. But, in the first place, so many physicians, devoted to the treatment of the insane, have begun of late years to question the truthfulness of these splendid results, that they can no longer be accepted as exact. And then, the cures effected in 1863 should be estimated rather in connection with the admissions of the previous year than with those of the year itself, the more so that the majority of the

admissions of 1863 occurred during the last months of the year. Now the number admitted in 1862 was but 59. But even then, and as compared with institutions which furnish reliable statistics, the proportion would still be small. The fact is, that this has always been the case, more or less, since the first opening of the establishment. Happily the cause is not difficult to find; it is one entirely beyond the control of the able gentlemen who have had the management of this institution; but the evil is not beyond a remedy, and will, we trust, disappear with the dread of lunatic asylums, which is still but too deeply rooted in the minds of our people. Attention has already been called to this matter by voices emanating from high quarters, and, in fact, from your own body; so that it is hardly necessary that I should refer to it here. In fact, not only have the proprietors of the Beauport Asylum, themselves aware of the importance of treating insanity in time, invariably complained to the commissioners of their establishment, that the patients were sent to them too late, and in most cases when the disease had made fatal progress, but Dr. Nelson himself, whose recent death is still deplored by the country, and by the medical profession, refers, in terms of deep regret, in his special report for 1861, to the unfortunate circumstance that, in the majority of cases, the families of persons attacked with insanity, swayed by ignorant prejudice, false shame, or weak pity, defer, as long as possible, sending them to the asylum. They thus allow the favorable moment to pass away, when the disease might be easily cured, and the consequence is, that individuals who might have been restored to reason and to society, become the victims of confirmed insanity. This evil, which prevails to some extent throughout the whole Province, is particularly evident in Lower Canada, and accounts clearly enough for the small proportion of cures in its asylums.

In fact, to speak only of the sixty patients admitted since I became connected with this establishment—and I see by previous reports that this is not an isolated fact—a good many of them had been decidedly idiotic or imbecile from their birth; a large proportion were epileptics; the majority were insane persons who had been long neglected or else treated at home, which is no better, and whose disease had become chronic or even confirmed insanity. Now, I need not remind you of the serious nature of the prognosis in all such cases; so much so that in a great many asylums in the United States and elsewhere, patients of this class are not even admitted, but sent at once to *hospitals for the incurable*. There remained, therefore, but a comparatively small proportion of patients in whom the disease was of more or less recent date, and amongst whom alone cures were to be anticipated. Of the latter, some have already been restored to reason and to their families; a larger number are still under treatment. All, or nearly all the rest, as it is unfortunately but too clearly proved by the statistics of all institutions for the insane, will find in the asylum a comfortable refuge, and a mild and skilful course of treatment, but they will not recover the use of reason; its light has been forever extinguished in their minds.

But even for patients of this class, the asylum is still of the very highest advantage. And had such institutions no other aim but that of affording to those unhappy beings who have lost the use of their reason, a secure shelter from the privations, the bad treatment, the accidents of any kind, to which they are always more or less exposed outside, more especially when they belong to the poorer classes; even though such establishments did not afford medical and curative treatment, they must, nevertheless, still rank with the most eminently charitable institutions of modern times. In the asylum, the man who is deprived of the use of reason, is no longer looked upon as a degraded being, scarcely above the brute, but as an unfortunate friend, whose very misfortune entitles him to a full measure of pity and sympathy; and, in this relation, the officers and servants of the Beauport Asylum seem to me to be deeply penetrated with the magnitude and importance of their humane calling. They are remarkably gentle and kind. The patients are treated with a degree of kindness, of attention, and, in fact, of respect, from which the subordinate officials do not deviate, under pain of immediate dismissal. The authorities wish to leave no means untried of affording these unfortunate beings, deprived forever of the enjoyments of reason, all the comfort and happiness they are still capable of appreciating.

The number of deaths, 42, is a marked increase as compared with the previous year, during which there were but 26. This increase cannot be accounted for merely by the addition to the number of inmates. It must probably be attributed, at least in part, to the fact, that the general mortality we have reason to believe throughout the whole Pro-

vince, and certainly in Quebec and its vicinity, during the year which has just closed, has been far greater than that of the previous year, which was, on the other hand, an exceptional year in that respect. In fact, if instead of restricting the comparison to the year 1862, we extend it to the six years immediately preceding it, we shall find that it will be altogether in favor of the year 1863:—

| YEARS.    | NUMBER OF DEATHS. | NO. OF PATIENTS. | PER CENT.  |
|-----------|-------------------|------------------|------------|
| 1856..... | 43                | 408              | one in 9½  |
| 1857..... | 43                | 470              | one in 11  |
| 1858..... | 48                | 485              | one in 10  |
| 1859..... | 39                | 486              | one in 12½ |
| 1860..... | 50                | 515              | one in 10¼ |
| 1861..... | 28                | 480              | one in 17  |
| 1862..... | 26                | 486              | one in 18½ |
| 1863..... | 42                | 574              | one in 13¾ |

As to the *causes* of death, I felt justified in classifying as follows the deaths since the month of August; not having spent the whole of the year in the asylum, you will permit me to state simply the results of my own experience:—

Consumption, three; epilepsy, two; general paralysis, two; disease of the heart, one; dysentery, one; marasmus, exhaustion, five.

I have attributed to *marasmus*—a vague and convenient but not a very precise word—the death of five patients, when a minute autopsy would not have failed, in some of those cases at least, to reveal a deep-seated disease, of which the symptoms, apart from gradual exhaustion, had been but slightly apparent during life, or had escaped the attention of a young physician. This is not to be wondered at when we bear in mind the little reaction generally resulting from phlegmasiæ tubercles, and other incidental diseases in the insane.

With reference to the importance of autopsies in connection with the correctness of statistics of mortality among the insane, I cannot refrain from citing the very words of Dr. Workman, of Toronto:—"If in a great many cases," he says, "the autopsy had not revealed to me the presence of tubercular phthisis, its existence never would have been suspected. Out of 21 cases in which I attribute death to that disease, only three were attended with cough and expectoration, and three or four others with expectoration only."

Unfortunately, for want of a suitable locality, I have not, hitherto, been able to make any such examinations. But I am happy to state, that the proprietors are about to build a dead-house exclusively for the purpose of *post-mortem* investigation, which will be made hereafter in all cases. I am not in a position to make a fair comparison, but the general health of the inmates of the asylum, since I entered it, has appeared to me to be excellent, notwithstanding a few cases of erysipelas which have occurred within a few weeks past, of a slight character, and certainly not to be attributed to local causes, inasmuch as the cases of that disorder have been as numerous without as within the establishment. I may venture to add that there is a general air of robust health, greater than one might expect to find in a body of persons affected with mental disease which is always a cause of unsoundness.

These happy results are owing, in my opinion, not merely to the generally healthful circumstances in which the patients pass their lives, well known to you from your visits to the asylum, but also to the wholesome and abundant dietary of the house and the constant good appetite of the inmates, which is maintained by the scrupulous regularity of the hours of refection, and of the various exercises throughout the day. This good appetite, general among the patients, is one of those things by which I was agreeably surprised when I entered the asylum. In my capacity of House-Physician I go the rounds of the wards every day, and generally several times in the day, and pay particular attention to those patients who happen to be sick or indisposed. Moreover, the proprietors who are, as you know, themselves distinguished physicians, visit the establishment very frequently, and likewise attend the sick. This they have been kind enough to do whenever my lack of experience led me to seek counsel from their matured acquaintance with the subject of our care. It is as much a duty as a pleasure to acknowledge my obligations to them in this respect.

If, in every establishment of this kind, gentleness is the rule, decision and firmness are nearly as imperatively necessary, for the maintenance of tranquillity and good

order; and this firmness, when it is to be used, must not stop short of a certain degree of physical force.

The only means of direct restraint which I have seen in use at the asylum, exclusively almost of every other, is that of a strait-waistcoat, made of coarse linen, lacing behind, and without openings in the sleeves for the hands. The arms are loosely confined, crossed over the chest, by means of strings fastened to the ends of the sleeves and tied behind the back. By this means the individual is entirely deprived of the power of injuring either himself or others, while he is not deprived of that of taking wholesome exercise by walking about. I may add that the necessity of resorting to the use of the strait-waistcoat very seldom arises. It is generally sufficient to confine the violent or mischievous maniac for a few hours in an unfurnished cell.

Notwithstanding this slight use of the means of restraint, we have not had to lament a single case of suicide within the year, or even an attempt to commit it. This type of the disease has always been nearly unknown at Beauport. Are we not (if I may risk such an opinion), to impute this, in some degree, to the national elements of which the main body of the patients consists—the French-Canadian, namely, and the Irish—two races not much addicted to self-murder in a state of sanity, and likely even when mad to be governed by the habit of self-preservation.

But although there has not been any case of suicide, there has been one of attempted homicide. Fortunately the act was frustrated by the timely vigilance of a keeper. The intended victim received several injuries, but is perfectly recovered. Unhappily we cannot say as much for the murderer; he still hankers after the completion of his crime; and often requests that he may be allowed to go into a neighboring apartment where his enemy is, who will kill him at last, he says, if he does not kill him. I need not add that this patient is considered to be dangerous, and is constantly watched. For better assurance of his safety, the intended victim was, after his recovery, transferred to the Richardson House—a branch establishment.

The proprietors are too deeply impressed with the wants of the insane and the treatment which they require to have neglected the important resource to be found in occupation and bodily labor. All who have studied this subject agree in acknowledging its immense importance, not only with respect to bodily health and good order, but also as one of the most efficacious therapeutic agents in the treatment of insanity. It is therefore a fortunate circumstance that most of the patients can be furnished with employment of one kind or another. I have frequently remarked with surprise the unabated aptitude for labor or rather for particular kinds of labor retained by certain of the patients, notwithstanding the apparently entire loss of reason and judgment. Of this, I have at this moment several instances before me, one being a patient of many years standing in the asylum, who, while all his mental faculties are lamentably shattered, still retains his exquisite taste and rare skill in carving small articles out of bone or ivory, which he models with wonderful grace, and finishes to the most perfect polish.

In order to facilitate the employment of the patients, and further its beneficial effects on the patients, the proprietors purchased, long since, a fine farm immediately contiguous to the establishment, the largest, beyond question, possessed by any similar institution in Canada or anywhere else. The numerous and various kinds of occupation afforded to the male patients, in the summer season, by the cultivation and care it requires, may be imagined, and this species of employment is the more salutary that it allows of their living in the free open air, and is more agreeable to their inclinations and tastes. Besides this, which forms a part of the establishment, another farm contributing also its quota of occupation has been leased; and recently Dr. Douglas has become possessed of a third, which, I am informed, is to be carried on, in the same manner.

The women are more generally employed in the house and its surroundings, in domestic offices, cooking, washing, and needle work. Moreover some of them spin, and a considerable number of them knit. Of the number of improvements projected by the proprietors is that of establishing workshops, in greater number and on a larger scale, and this is, in my opinion, one of the most important. The women being employed chiefly in the house and the laundry, can be furnished with continuous occupation, almost as well in winter as in summer; but the men are more scantily provided with employment in the former season. It is true, the barn and farm-yard, the preservation of good order and cleanliness

within and without the house, stables and other buildings appropriated for the use of the animals, and as shoemaker's and other shops do furnish some employment for a few, but we must confess that the number of the unemployed is still very great during winter. In this, as in other matters, we are bound to confess, it is much more easy to point out the evil than to provide a remedy, and it may be that the severity of our climate is a nearly insurmountable obstacle to the success of efforts in this direction, particularly as madness, being a disease characterized by debility or producing it, renders those under its influence very susceptible to the effects of cold. Accordingly we find that they are easily affected with colds, catarrhs, &c. This is at least what I have remarked since I have been attached to the asylum.

Fortunately, we can, to a certain extent, substitute amusements for labor, during the winter season. These are attended in reality with the same difficulty, but in a minor degree; and if they are as yet few in number, we think we may venture to affirm, that the subject, which has never been altogether overlooked, now specially engages the attention of the proprietors.

We may at least expect that, even in this particular, the Asylum at Beauport is not a whit behind others in the Province. In effect, besides the walks which the convalescents and a certain number of the patients regularly take beyond the precincts of the asylum, unattended, and others under the care of a few keepers, which indulgence might be extended to a still greater number; and besides a couple of musical instruments, a bagatelle board, draughts, cards, some books and newspapers, many of the patients find in dancing, which they are allowed to enjoy one evening in the week (Thursday), at once an agreeable amusement and beneficial exercise. The majority are passionately fond of it, and nothing mortifies them so deeply as the being deprived of it. Nothing has proved so efficacious in reducing to submission some of the most outrageous in their outbreaks as the threat of this—other privations being lightly thought of in comparison. Accordingly, it is applied sparingly, in order that it may retain all its influence. A circus, or a band of Minstrels rarely leaves Quebec without being visited by those of the patients who can be allowed to visit it without danger, and the good effects of the recreation are frequently apparent.

I cannot conclude my remarks on this subject of recreation, without mentioning, that among other improvements, the proprietors are about causing a skittle-alley to be laid out in one of the wings of the Richardson house, as soon as the inmates of that building can be removed to the new quarters.

The Catholics in the asylum continue under the spiritual charge of the Abbé Bolduc, whose long superintendence of the insane has gifted him with great experience in all matters pertaining to his ministry. He pays frequent visits to the house, and is always received with great demonstrations of affection by the patients. He celebrates divine service in the building every alternate Sunday, and I must say, that I have always been struck by the perfect silence and devout attention which prevails on those occasions. I have the same remark to make with regard to the Protestant worship, under the direction of Rev. Mr. Middleton, during which the same decent behaviour is observed.

With the new year a new phase of progress and improvement commences in the Asylum at Beauport. In effect the new buildings will enable the proprietors greatly to increase the comfort of the patients, and to carry out certain improvements required by the numerical increase of their establishment.

Dr. Landry himself being about to present a report relative to the new buildings, it is unnecessary for me to speak of them here. One thing, however, I cannot omit to mention,—that is to say, the trifling interruption to the internal management during the long work of erecting works on so vast a scale. It is only justice to ascribe this immunity from disorder, which was hardly to be expected, chiefly to the indefatigable zeal and watchful care of Mr. and Mrs. Wakeham and their assistant. Having been compelled to vacate their apartments in the asylum, which were pulled down to make room for the new central building, they were obliged, by the very circumstance of their removal, to redouble their activity and the close watch they maintain for the preservation of regularity in the service, and peace and quietness among the patients, when there seemed to be so many causes of excitement and disorder.

The only interruption of the ordinary routine which is worthy of note—and even that lasted only a few weeks—was that the distribution of the water through the pipes having been stopped by the works of the central building, all that part of the establishment which is appropriated to the women had to be supplied with water by hand. Now to any one who knows what an immense quantity is required for the supply of a large establishment like this, it is evident that such a plan could never answer the purpose of that for which it was substituted, particularly as the dirt and confusion then prevailing in the asylum concerned the women's quarters much more than it did the men's.

But if the works entailed a certain amount of suffering on the female patients, on the other hand, they afforded employment to a much larger number of the men than could be employed in former winters.

Before I close this report, I may be permitted to pay to the founders and proprietors of the asylum a well-merited tribute of praise for their constant efforts to ameliorate the lot of the insane in Lower Canada. From 1845 to the present day, a period of nearly 20 years, those gentlemen did not cease to give their time and best energies to serve the cause of the unfortunate of this class, frequently disregarding on their account, the remunerating practice of their profession, and sparing nothing whereby they might deserve the confidence which the public and the Government constantly reposed in them. To two of them public gratitude can no longer make any return, save that of respect for their memory. Messrs. Morrin and Frémont have gone down to the grave; but their good work survives and grows under the fostering care of their former colleague and their successors.

The improvements recently effected by the two latter gentlemen in the Beauport Asylum, and some others which will shortly be made, will render it, as an institution, equal nearly to any of the great American and European institutions of the same kind, and one of which Lower Canada will have just reason to be proud.

I have the honor to be, gentlemen,

Your very obedient humble servant,

(Signed,)

L. CATELLIER, M.L.L.,  
House-Physician.

Beauport Asylum,  
28th January, 1864.

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REPORT

OF THE

**PROVINCIAL LUNATIC ASYLUM,**

AT ST. JOHN'S, C. E.,

FOR THE YEAR ENDING 31st DECEMBER, 1863.

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*To the Inspectors of Asylums and Prisons of Canada :*

GENTLEMEN,—I have the honor to transmit you a report of this institution for the year 1863.

The unfavorable circumstances under which I have had to labor, are so well known to you and the advisers of His Excellency the Governor General, that I feel it would be unnecessary for me to detail them. The time, however, has come when the subject of providing proper accommodation for the lunatics of the lower Province has to be met and to be dealt with as one of the most important subjects that can come before the legislature. The increase of Lunacy alone will compel this.

Surely Canada will not be backward in providing for a class of sufferers whom God, for his own wise purposes, has been pleased to afflict, when not only the United States but every part of Europe are sparing no expense to make provisions for a similar unhappy class of sufferers. The present building—which did as a temporary makeshift—to leave it any longer as an asylum would be a disgrace to the Province.

I will say no more on this subject; the matter is in the hands of those who have the right and power to deal with it.

My expenditure, I believe, under ordinary circumstances, could be much reduced by the proper application of lunatic labor, and an increased number of lunatics. But with justice to the patients, I don't believe it could be done by diminishing their food, clothing or comforts; indeed you will find that it would be unnecessary, for with the present state of the market, I feel that all that could be, has been done in that respect, always remembering that the patients have had every comfort.

It must be always borne in mind that a lunatic is not a criminal to be punished; but a patient, suffering the worst form of disease, and for whom there should be the greatest public sympathy.

No doubt your Board will be informed that Mr. J. D. Tims, of the Audit Office, and Mr. Ferres made a special investigation of the asylum and all its affairs, spending from the 5th to the 19th November, 1863, and to my great gratification left the following record in the books of the institution:—"The undersigned having examined the books for 1861, 1862 and 1863 up to the present date, inspected the accounts, compared the entries in the books with the vouchers, hereby certify that they found all correct

[Signed.]

THOS. D. TIMS.

J. M. FERRES."

"19th November, 1863."

During the visit of these gentlemen, they not only established a system of book-keeping for the accounts, by which a similar set of books can be kept in the Provincial Auditor's office from the vouchers sent from the asylum, but a most excellent system for every



department of the establishment. Cheque book, order book, receiving and disbursing books for the matron's and storeman's departments, all of which I have now got into use, and I have no doubt but that the system will work both well and satisfactorily—indeed, the benefit of the system is already apparent. I must most respectfully, however, state that it adds much to my labor, and I fear, without the assistance of a perpetual clerk, it will be impossible for me to do all the work; indeed I know it would be when there is a larger asylum.

The small salary which I am authorized to give a clerk, viz., \$10 per month, only entitles me to his services at the end of every quarter, to post the quarterly accounts, when in truth I require his services every day. My present clerk's capability to do all the clerking of the establishment has been testified to by both Mr. Tims and Mr. Ferres, and, I am happy to say, he gives me the greatest satisfaction.

You know, gentlemen, that the least part of the duties of a Medical Superintendent is that performed at his desk, and that the more important part is done while moving about from place to place in the establishment. Let it be once understood that the Medical Superintendent is so busy writing in his office that there is no danger of his leaving it, and things of vital importance to the well-being of the asylum will soon begin to go astray, and anarchy take the place of order. The whole of my time is given to my public duties, and I only regret that I have not larger scope for my labor, and something to show, more worthy the care and anxiety of a public servant, than the charge of an asylum containing only sixty-two lunatics, when with the same time and trouble, and certainly with greater pleasure, I could have equally provided for the care of five or six hundred.

From the reports of the other Medical Superintendents of asylums, who have every advantage, it is gratifying to me to find, that with all my disadvantages—and certainly more unfavorable circumstances I could not be well placed in—the number discharged recovered, since the asylum was opened, has been what is generally termed large.

I beg leave to draw your attention to the following statistics:—

On the 31st December, 1862, there remained in the asylum 57 patients: males, 28, females, 29. During the year 1863 there were admitted 25: males 13, females 12.—Total for the year, 82. Of these there has been discharged recovered 11—males 6, females 5.

There has been nine deaths: males 4, females 5. Number remaining in the asylum at the close of the year 1863, 62: males 31, females 31. Since the asylum was opened in August, 1861, the number of patients admitted has been 107, of whom 31 have been discharged recovered.

The causes of death in the nine cases that occurred last year are accounted for as follows:—

*Case 70.*—Male, aged 40, in a state of amentia and dying of general paralysis when admitted.

*Case 80.*—A poor little girl, aged 18. When admitted was in the last stage of consumption, and died of that disease twenty days after admission. She came from the gaol of Montreal, and never should have been sent out of the hospital of that institution.

*Case 37.*—Male, aged 45; a congenital, imbecile, deaf mute, a poor dirty cripple, one impossible to treat medicinally, evidently sent to the asylum to be got rid of; died of pneumonia (inflammation of the lungs).

*Case 55.*—An old woman, aged 73; died of bronchitis.

*Case 81.*—An old woman, aged 60. Dying of consumption when admitted from the gaol of Montreal; lived only three months in the asylum.

*Case 28.*—A poor girl, aged 30, who was for years on the streets of Montreal; was a perfect imbecile when admitted; died of consumption.

*Case 89.*—A young woman of St. Johns, brought in dying of puerperal mania.

*Case 26.*—An epileptic, congenital imbecile, aged 30; died from severity of his epileptic fits.

*Case 97.*—A young boy, aged 19. Dying of consumption when admitted; died in less than two months.

You will perceive, gentlemen, by the foregoing statistics, that in these nine deaths nothing but death was to be expected from the moment of their admission into the asylum.

And I most respectfully submit that though a gaol is not the proper place for lunatics, yet, when there a number of lunatics in a gaol, whose recovery depends upon

being removed to a lunatic asylum, they should not be left in the gaol and harmless dying imbeciles be sent in their stead, which diminishes the number of deaths in the gaol and increases them in the asylum, and consequently increases the expenditure of the latter.

At one time there was an old woman sent to me from the gaol of Quebec, who must have been dying before she left that prison, for she was brought on the cars to St Johns in a bed and died a few minutes after admission. Two of the above nine, when they came from the gaol of Montreal, were in such a dying state that they were unable to walk, and had to be carried up stairs in the arms of the keepers and laid in their beds, where one of them remained till she died.

Of the thirty-one males remaining, there is just a reasonable hope of the recovery of eight. The remaining twenty-three are incurables, and may be classified as follows:—Twelve congenital imbeciles, two of whom are mutes not only possessing no intelligence but not even the instinct of the very lowest animal; they certainly prefer to eat any sort of filth to clean good food. Generally speaking, the only way they can be got to eat, is by placing the food on the ground for them. One of them is in a dying state and cannot live many days; the other, I believe, will die also in a short time, for he seems to have lost his health since the winter came in, and he could not run about the yard eating every dirty thing that came in his way; his chief fancy being to swallow small stones by the handfull. There are two others who are epileptics; the remaining eleven are in a state of amentia; some with general paralysis.

Ages of males remaining:—Over ten and under twenty, 9; over twenty and under thirty, 11; over thirty and under forty, 4; over forty and under fifty, 5; over fifty and under sixty, 1; over sixty and under seventy, 1.—Total, 31.

Nationality of males remaining:—Franco-Canadian, 18; Irish or Irish descent, 6; English or English descent, 4; Scotch or Scotch descent, 2; Russian, 1.—Total, 31.

Occupation of males remaining:—Russian judge, 1; notary public, 1; blacksmiths, 2; carpenter, 1; shoemaker, 1; harnessmaker, 1; schoolmaster, 1; laborers, 11; no employment, 12.—Total, 31.

Religion of males remaining:—Catholics, 25; Protestants, 6.—Total, 31.

Social state:—Married, 8; single, 23.—Total, 31.

Of the thirty-one females remaining, there is only hope of the recovery of five; the remaining twenty-six are incurables. There are eleven congenital imbeciles, five of whom are deaf mutes. There are four epileptics, and eleven in a state of dementia.

Ages of females remaining:—Over ten and under twenty, 2; over twenty and under thirty, 8; over thirty and under forty, 8; over forty and under fifty, 7; over fifty and under sixty, 4; over sixty and under seventy, 2.—Total, 31.

Nationality of females remaining:—Franco-Canadian, 22; Irish or Irish descent, 5; English or English descent, 3; Scotch or Scotch descent, 1.—Total, 31.

Occupation of females remaining:—Housekeepers, 8; servants, 7; none 16.—Total, 31.

Religion of females remaining:—Catholics, 26; Protestants, 5.—Total, 31.

Social state of females remaining:—Married, 10; single, 21.—Total, 31.

You may consider that I should have given the exciting cause of madness in these cases. I confess to you I don't know them myself. Friends, generally speaking, give as the exciting cause the first symptoms of insanity, and a Medical Superintendent can rarely get any true information on the subject. As, however, there is an impression abroad that the great exciting cause of lunacy is drunkenness, I must tell you candidly that of the sixty-two cases in the asylum there are only two, and these are men that had been in the slightest degree addicted to ardent spirits, and even of those two only one was an inebriate.

As to any near degree of consanguinity between the parents being a remote cause, if such existed, it has never been acknowledged in one single case of the hundred and seven that have been admitted into the asylum.

The practical benefit of these statistics, I fear, will not be much, so long as there are so many lunatics left unprovided, or that statistics are not obtained of all those who are scattered through the country.

You will perceive from the foregoing, that if I am to remain in my present position for the year 1864, what prospect of cures I have before me. I will, however, in the meantime do my duty to the best of my ability, and hope for a better field of labor.

Attached is a table of the expenditure for the year. I do not send a list of property, as I presume the circular received from the Provincial Auditor, which I have filled up and returned, answers all the purpose. If needed, I, however, can supply it in a short notice.

I cannot conclude without expressing my satisfaction with my present staff, and my thanks to such of the Inspectors as have visited me during the year. Of course my chief business was with Dr. Taché and Mr. Ferres, since the death of my well-tried friend and adviser, Dr. Nelson, both of whom I feel most grateful to for their ready counsel and assistance, and their many valuable suggestions.

I have the honor to be, gentlemen,

Your humble servant,

HENRY HOWARD,

Medical Superintendent, P. L. A.

**TABLE of Expenditure for the Provincial Lunatic Asylum of Lower Canada, at St. Johns, for the year 1863.**

|                                                    |             |                    |
|----------------------------------------------------|-------------|--------------------|
| <i>Dr.</i> —To balance of cash from 1862.....      | \$ 2,156 88 |                    |
| To warrants issued by P. Government.....           | 12,000 00   |                    |
| To paying patients.....                            | 101 18      |                    |
| To articles sold.....                              | 45 88       |                    |
| To work done by shoemaker.....                     | 72 53       |                    |
|                                                    |             | <u>\$14,376 47</u> |
| <i>Cr.</i> —By vouchers to Provincial Auditor..... | \$14,285 18 |                    |
| By cash in hand.....                               | 91 29       |                    |
|                                                    |             | <u>\$14,376 47</u> |

**PARTICULARS OF EXPENDITURE.**

|                                                                                  |             |                  |
|----------------------------------------------------------------------------------|-------------|------------------|
| Victualling account.....                                                         | \$ 3,765 23 |                  |
| Salaries.....                                                                    | 4,927 79    |                  |
| Beer, wine and spirits.....                                                      | 388 67      |                  |
| Feed and fodder.....                                                             | 464 80      |                  |
| Clothing and bedding.....                                                        | 1,249 06    |                  |
| Fuel.....                                                                        | 686 50      |                  |
| Repairs and improvements.....                                                    | 493 17      |                  |
| Other expenditure.....                                                           | 2,309 96    |                  |
|                                                                                  |             | <u>14,285 18</u> |
| Five pigs were killed during the year, weighing<br>1,078 lbs, valued at.....     | 86 24       |                  |
| 1,389 lbs of soap were made in the laundry,<br>value.....                        | 83 34       |                  |
| The quantity of milk obtained from the cows was<br>3,000 gallons, valued at..... | 600 00      |                  |
| The produce of the garden, in 1863, was:—                                        |             |                  |
| 800 heads of cabbage, valued.....                                                | 40 00       |                  |
| 100 bushels potatoes do.....                                                     | 40 00       |                  |
| Small vegetables do.....                                                         | 25 00       |                  |
|                                                                                  |             | <u>\$105 00</u>  |

W. A. MARHAUD,  
Book-keeper.

HENRY HOWARD,  
Medical Superintendent.

## R E P O R T

OF THE

## ROCKWOOD LUNATIC ASYLUM,

FOR THE YEAR 1863.

KINGSTON, Feb. 12th, 1864.

To *Joseph Taché, Esq., M. D., Edmund A. Meredith, Esq., James M. Ferres, Esq., and Terence J. O'Neill, Esq., Inspectors of Asylums, Prisons, &c., for the Province of Canada.*

GENTLEMEN,—I have the honor to submit, for the information of the Board, a return of the number of lunatics treated in the Rockwood Asylum, during the year 1863.

The following abstracts are taken from the daily report book, and from the books of admission, discharges, and deaths:—

|                                                                                                                 |       |
|-----------------------------------------------------------------------------------------------------------------|-------|
| Number of lunatics treated in the asylum during the year 1863....                                               | 110   |
| Number of lunatics remaining in the asylum on the 31st December, 1862.....                                      | 87    |
| Criminal lunatics, and lunatics dangerous to be at large, sent under warrant from the County gaols in 1863..... | 15    |
| Convict lunatics sent from the Penitentiary in 1863.....                                                        | 8     |
|                                                                                                                 | — 110 |
| Number of male lunatics in the temporary asylum within the Penitentiary, on the 31st December, 1863.....        | 50    |
| Male lunatics in the new Asylum at Rockwood, on the 31st December, 1863.....                                    | 22    |
| Female lunatics in the temporary asylum at Rockwood, on the 31st December, 1863.....                            | 26    |
| Number discharged, cured, in 1863.....                                                                          | 8     |
| Number died in 1863.....                                                                                        | 4     |
|                                                                                                                 | — 110 |

Eight insane convicts, as above stated, were received during the year from the Provincial Penitentiary, or were transferred to the asylum soon after their arrival from the gaols. Six convicts were discharged from the asylum cured, and one insane convict died therein. Of the four deaths during the year, three were from the county gaols, and one from the penitentiary. The percentage of deaths in the asylum in 1863 is 3.63. In 1862 the deaths were nearly seven per cent. on the number of admissions. Of the four patients who died in 1863, three died from pulmonary consumption, which produces a large proportion of the mortality in this as in other asylums; one, an epileptic patient, died from congestion of the brain

The sanitary condition of our asylums has been good, although the majority of the patients have been kept for successive years in the basement at the penitentiary. The fever which prevailed in the prison in 1862 and 1863, has not extended its ravages among the insane in the basement. I should apprehend the worst consequences if it did extend to the asylum, among persons of debilitated habits, who have long lived in an impure atmosphere; and I desire to urge on the Board the consideration that humanity and economy

alike require that the transfer of the insane, from their ill-ventilated abode in the penitentiary, to the pure and wholesome atmosphere of the new asylum should be effected with as much speed as may be practicable, and as may be consistent with the safe-keeping of the patients. No general deduction in regard to the future can be drawn from the low rate of mortality in 1863. We have convalescent wards fitted up in the new building at Rockwood, to which, during the year 1863, patients in a declining state of health have been at once removed, and the change to these larger and better ventilated apartments produced a marked improvement in those who were so transferred. But another year may give a very different average of mortality, if fever should prevail among the insane patients in the Penitentiary Asylum, and I would respectfully urge upon the Board the wisdom and propriety of at once completing the east wing of the new asylum and its exercising grounds, so that it may be made a safe and salubrious receptacle for the large number of lunatics so long confined in the basement at the penitentiary.

To the higher argument of humanity may be added that of economy. It must be obviously more economical to the Province to have the insane in one single building, than to have them provided for in three different buildings. There are at this date ninety-eight lunatics in the three asylums at Kingston, and many for whose removal warrants have been issued, are awaiting in the gaols the completion of the asylum. When the east wing is finished and furnished, the male patients from the penitentiary will be removed to the new asylum, and instead of three separate sets of officers, two only will be required, and a corresponding saving will thus be effected.

As the supply of provisions, clothing, &c., for these asylums, is made through the penitentiary authorities, and paid for by them, I have not at present the means of calculating the net cost per week for each patient for 1863; but my calculation of the cost of a patient in the asylum for 1862 gives \$2.67½ per week as the cost of maintaining each lunatic, including the salaries of officers, and all other charges.

I beg also to forward classified schedules of the public property in use and in store at the Kingston Asylums.

I have the honor to be, gentlemen,

Your most obedient servant,

J. P. LITCHFIELD, M.D.,

Medical Superintendent of the Asylum.

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# PROVINCIAL PENITENTIARY.

## WARDEN'S REPORT

FOR 1863.

*To Joseph C. Taché, Esq., M.D., Edmund A. Meredith, Esq., James M. Fernes, Esq., and Terence J. O'Neill, Esq., Inspectors of Asylums, Prisons, &c., for the Province of Canada.*

REPORT OF DONALD ÆNEAS MACDONELL, Esquire, Warden of the Provincial Penitentiary, for the year 1863.

GENTLEMEN,—As the Secretary of the Board has called my attention to the importance of making my annual Report for the year 1863; at an early date, I shall endeavor to meet his views, with the least possible delay.

I would mention, that all due diligence has been exercised in preparing my report for the information of the Board; but there are, after expiration of the year, various matters to be collected together, which, in some instances, detain its completion for a longer period than I could wish. Yet I consider it my duty, as a public servant, to embody in my report all such instruction as is necessary to explain the whole transactions of this Institution for that year.

It is of great importance that all matters relating to this prison, particularly the labor of the convicts, should come before the country and be perfectly understood. It should also be made known to the inhabitants of the Province of Canada, that various branches of labor can be carried on by the convicts within the walls of the Penitentiary, and that such labor will be let by contract for a period of years to enterprising and substantial persons, with the view that their labor may be made productive, and their sentence to hard labor carried out, in due fulfilment of the law.

Considering the increase of prisoners during the last year, it is probable that the labor of five hundred of them could be contracted for, besides carrying out the buildings that are now and may be in progress of erection; this will include those already engaged on the contract principle. These observations are merely an introductory part of my report; when giving a synopsis of the works in progress during the year, I will then make further allusions touching the subject of convict labor in general.

### ACCIDENTS.

It is not extraordinary, where there are between seven and eight hundred convicts, more or less together, that an occasional accident may have happened to some one or more of them; but it is very satisfactory to remark, none has occurred involving either the loss of life or limb during the past year. Those which transpired are as follows, viz. :—

Cabinet shop—William English, one finger cut off left hand, on 2nd of March.

“ “ —Reuben Potter, finger severely cut, on 18th November.

Rockwood—William Jones, premature explosion of a blast, on 19th March.

Stone shed—Henry A. Bond, fell off staging from Penitentiary wall, on 8th September.

Shoe shop—Moses Tucker, inflicted a severe cut on thigh.

I have considered it important to notice these mishaps, with the view of shewing the Board of Prison Inspectors and the community in general, that there has not been any neglect in attending to these accidental injuries; and it is a further pleasure to me to be enabled to state, that all these parties are now again employed at their several occupations, with the only exception of convict William English, who has been a valuable workman while at Rockwood.

There is a serious reflection connected with accidents occurring to convicts in the Penitentiary; they being in obedience of orders, and not acting from self-will. In such cases, when injuries are of a grievous nature, as no provision is made for such casualties received in the process of their labor, indeed it seems a very distressing reflection. Still it is satisfactory to remark, that convicts are aware of the particular precaution that is taken to have them avoid such occurrences, as well as to provide for their attendance in sickness.

The Institution has been wholly free from suicides during the past year; when these do occur, they arise generally from a depression of spirits or a derangement of mind. Neither has there been any escapes effected; and taking into consideration that a number of convicts are employed at the Rockwood Asylum, at the farm, at lime burning, as well as others in the quarry—all beyond the precincts of the prison walls, it is quite a satisfactory reflection for me to make known that all were kept safe.

#### CONTRACT LABOR.

This all-important subject requires much consideration and attention, particularly as on view of the fact it has not attracted the notice of enterprising parties throughout the country generally, as a means of ensuring profit.

In the United States of America, and in particular the State of New York, there is at all times a great competition for convict labor, and every exertion is thereby made to make their prisons self-sustaining. Nevertheless it is satisfactory to place on record, that all visitors travelling here from the United States, speak in the highest terms of the Provincial Penitentiary of Canada, and invariably acknowledge that its buildings are superior to theirs, and that the discipline maintained here is far in advance of that in practice in their prisons.

Having therefore been viewed in that satisfactory position, we must now reflect upon the best means of making our convict labor still more available than it has heretofore been in the way of realizing dollars and cents.

I am not in the least disposed to admit that our labor has not been employed to advantage, as very important and useful improvements have been continually and still continue in progress. In the younger days of this Institution, a number of temporary works were erected, and the public must reflect that since then it has been gradually built up by the convicts. Such is not the case in the United States prisons; they are erected at public expense, and convicts are not sent there until everything is prepared for them to undertake work, and the community are ready to tender for their labor at mechanical purposes, on speculation.

#### WORKS CARRIED ON DURING THE YEAR 1863.

The water-works, which were deemed insufficient, have with great toil and expense been carried out to a distance of one hundred and fifty feet in the lake; this is inclusive of the pipes and fixtures first laid down.

The next important work at which the convicts were employed is the building of the Criminal Lunatic Asylum at Rockwood. This institution is and has been much required by the country at large for the reception of criminal lunatics from the various county

gaols of Canada West, who are not admitted into the Provincial Asylum situated at Toronto. This great and essential fabric has been authorized by an Act of the Provincial Legislature.

Persons who do not seek for information are in instances impressed with the idea that this edifice is solely for the occupancy of deranged Penitentiary convicts; but it may and would be advisable for such parties to call on Dr. Litchfield, Medical Superintendent of that asylum, who can furnish them with important and useful information touching all its details.

At the present time there are three branches of the Criminal Lunatic Asylums within view and are quite separate from each other, viz: 1st. In the basement of the dining-hall in the Penitentiary there are fourteen convicts and thirty-six county jail lunatics. 2nd. In the new building at Rockwood, there are six convict lunatics and sixteen from the county gaols; and lastly there are in the temporary female Criminal Lunatic Asylum at Rockwood, twenty-six lunatics, nine of whom are now classed among our numbers as having been convicts. This will in all account for ninety-eight lunatics now occupying these buildings as above referred to, the inmates of which it is most desirable should be brought into one, without the least possible delay; hence the anxiety for further progress of the works, there being other unfortunate persons at various places awaiting room for their reception. I have thought it proper to state that in the three places above referred to, there are but twenty convict lunatics at the present period.

The basement of the dining-hall is very essential for the general purposes of the Penitentiary; neither is there any other place within the walls which can in future be given over for other requirements than those appertaining to the Institution.

Experience has served to convince me that works carried on here at the public cost will not pay well. To make convict labor remunerative, the undertaker must be a contractor; and it is and will be the duty of the authorities to see that the convict carries out his sentence as the law defines at hard labor; while at the same time furnishing the convict with clothing and rations, and such periods as they may lose through sickness to be sustained by the Institution.

There are only two branches of labor carried on here at the present time under contract, viz: boot and shoe making and cabinet manufacturing. The first of these it is said is the most profitable and has been in effect for a number of years, through the same parties in principal. The number employed on this contract has somewhat fallen off, but the contractors purpose ere long to take on more hands. Those engaged by them have also decreased from sickness prevailing in the Institution.

The cabinet contract is for the hire of fifty convicts; in general it has not been kept up to that quota, but of late has exceeded it.

A number of prisoners are engaged at stone-cutting within the walls of the Institution. They in general get good employment when liberated by expiration of sentence or otherwise. But, from the quantity of cut-stone remaining on hand here, I could not venture to predict that it would be a remunerative system; yet, were there a demand outside, it would most certainly be quite recompensive. However, it will be essentially necessary to retain one gang to be employed in that way.

The tailor's gang, which is a most desirable one, has been without an overseer for some months. The sooner some experienced tradesman is appointed to discharge that duty the better.

Some convicts have also been employed at improving the farm, which will shortly become of much value to the Institution.

The twenty acres of land, upon which the Crystal Palace is situated, being the property of this institution, would be of great avail for cultivating hay and vegetables; so the sooner it is restored to the purposes for which it was purchased would be all the better for the public interest. I beg leave to bring this subject particularly under your notice.

Extensive repairs have been made during the past summer season to the interior side of the outer walls, which never was properly finished heretofore, and will now require to be gradually carried out.

The tinning of the north wing roof, as well as those of the east and west prison wings, have often been under your notice. I frequently reflect upon the danger attending these extensive shingle roofs. Why, only think for a moment of what would be the awful





*Convicts committed to the Provincial Penitentiary during the year 1863, were convicted in the following districts in Canada East, United Counties and Counties in Canada West, numbering as follows:—*

## DISTRICTS IN CANADA EAST.

Bedford 8; Gaspé, 1; Iberville, 3; Joliette, 1; Montreal, 50; Quebec, 18; Rimouki, 4; St. Francis, 3; St. Hyacinthe, 2; Terrebonne, 2; Three Rivers, 5.

## UNITED COUNTIES IN CANADA WEST.

Frontenac, Lennox and Addington, and City of Kingston, 11; Huron and Bruce, 9; Lanark and Renfrew, 2; Leeds and Grenville, 10; Northumberland and Durham, 8; Prescott and Russell, 2; Stormont, Dundas and Glengarry, 6; York and Peel, and City of Toronto, 33.

## COUNTIES IN CANADA WEST.

Brant, 16; Carleton, and City of Ottawa, 6; Elgin, 5; Essex, 3; Grey, 1; Halton, 4; Hastings, 3; Kent, 2; Lambton, 5; Lincoln, 11; Middlesex, and City of London, 13; Norfolk, 2; Ontario, 3; Oxford, 12; Peterboro', 3; Prince Edward, 1; Simcoe, 3; Waterloo, 5; Welland, 3; Wellington, 4; Wentworth, and City of Hamilton, 16.—Total, 299.

*Statement of the various crimes of which Convicts, committed to the Provincial Penitentiary in the year 1863, were convicted, and the number sentenced on each offence.*

Aggravated assault, 2; Aggravated and common assault, 1; Arson, 11; Assault with intent to rape, 2; Assault with intent to do grievous bodily harm, 2; Assault with intent to rob with violence, 2; Assault with intent to ravish, 1; Assault with intent to rob, 2; Attempt to commit buggery, 1; Breaking into a warehouse, 1; Burglary, 1; Burglary and larceny, 1; Cattle stealing, 3; Embezzlement, 1; Feloniously receiving stolen property, 1; Feloniously receiving stolen goods, 1; Felony, 14; Forgery, 10; Horse stealing, 15; Horse stealing and larceny, 2; House breaking, 1; House breaking and larceny, 1; Intent to rape, 1; Larceny, 128; Larceny from his master, 1; Larceny and receiving, 3; Larceny and stabbing, 1; Mail robbery, 1; Manslaughter, 7; Military offence, 1; Misdemeanor (perjury), 1; Murder, 3; Obtaining money falsely, 3; Offering, uttering, disposing of, and putting off forged promissory note, knowing to have been forged, 1; Rape, 3; Receiving stolen goods, knowing them to be stolen, 1; Receiving stolen property and larceny, 1; Receiving stolen goods, 1; Riotously beginning to demolish a house, 4; Robbery, 12; Robbery with violence, 2; Robbery and stabbing, 1; Sacrilege, 1; Sheep stealing, 5; Sheep stealing and burglary, 1; Shooting with intent, 1; Shooting with intent to do grievous bodily harm, 1; Shop breaking, 2; Shop breaking and larceny, 2; Sodomy, 2; Stabbing with intent to do grievous bodily harm, 1; Stealing from the person, 10; Stealing two promissory notes, 1; Stealing money, 4; Stealing in a dwelling house, 1; Stealing in a warehouse and shop, 1; Substantive felony on being accessory before the fact to wounding with intent to commit murder, 1; Unlawfully wounding, 2; Unlawfully attempting to steal money, 1; Unlawfully stabbing, 1; Unlawfully cutting and stabbing, 1; Uttering forged notes, 2; Wounding with intent to do grievous bodily harm, 1.—Total, 299.

*Religious Persuasion of Convicts committed to the Provincial Penitentiary during 1863:—*

Baptists, 11; Bible Christian, 1; Church of England, 83; Lutheran, 1; Methodists, 37; Presbyterians, 21; Quaker, 1; Roman Catholics, 144.—Total, 299.

*Convicts committed to the Provincial Penitentiary during 1863, have said they were natives of the following countries, &c.:—*

Calcutta, 1; England, 39; France, 1; Germany, 5; Halifax, 1; India, 2; Ireland, 59; New Brunswick, 1; On sea, 3; Prince Edward's Island, 1; Province of Canada,

135; Scotland, 11; Sweden, 1; Switzerland, 1; United States of America, 38.—Total, 299.

*Statement of Commitments to the Provincial Penitentiary, whether on first, second, fourth or sixth imprisonment, for the year 1863 :—*

First imprisonment.—Male convicts, 241; Female convicts, 27.

Second imprisonment.—Male convicts, 26; Female convicts, 3.

Fourth imprisonment.—Male convict, 1.

Sixth imprisonment.—Male convict, 1.—Total, 299.

*Trades and occupations of convicts committed to the Provincial Penitentiary in 1863, as reported by themselves on their entrance in the prison.*

Bakers, 3; Barbers, 2; Blacksmiths, 9; Bricklayers, 1; Brush-maker, 1; Butchers' 5; Cabinet-maker, 1; Carpenters, 10; Chair-maker, 1; Clerks, 2; Cooks, 2; Coopers, 3; Currier, 1; Druggist, 1; Engineer, 1; Gardener, 1; Gunsmiths, 2; Hatter, 1; Laborers, 166; Machinist, 1; Mason, 1; Merchant, 1; Painters, 3; Plasterers, 2; Printers, 3; Saddler, 1; Sailors, 6; Sail-maker, 1; Sawyer, 1; Seamstresses, 30; Ship-carpeaters, 2; Shoemakers, 16; Silver-plater, 1; Stone-cutters, 6; Tailors, 5; Tanner, 1; Tinsmith, 1; Tobacconist, 1; Turners, 2; Wagon-maker, 1.—Total, 299.

*Races of Convicts committed to the Provincial Penitentiary in 1863.*

Whites, 272; Negroes, 23; Native Indians, 4.—Total, 299.

*Duration of Sentences passed on Convicts received in the Provincial Penitentiary during 1863.*

One year and nine months, 1; Two years, 112; Two years and four months, 1; Two years and six months, 6; Three years, 94; Four years, 21; Four years and ten months, 2; Five years, 30; Six years, 2; Seven years, 14; Eight years, 1; Eight years and six months, 1; Nine years, 2; Ten years, 3; Twelve years, 1; Thirteen years, 1; Fourteen years, 1; Life, 6.—Total, 299.

*Ages of Convicts received in the Provincial Penitentiary during 1863.*

YEARS OF AGE.—Thirteen, 1; Fourteen, 1; Fifteen, 3; Sixteen, 8; Seventeen, 4; Eighteen, 11; Nineteen, 21; Twenty, 22; Twenty-one, 23; Twenty-two, 22; Twenty-three, 9; Twenty-four, 18; Twenty-five, 11; Twenty-six, 13; Twenty-seven, 15; Twenty-eight, 11; Twenty-nine, 6; Thirty, 6; Thirty-one, 2; Thirty-two, 4; Thirty-three, 6; Thirty-four, 5; Thirty-five, 3; Thirty-six, 10; Thirty-seven, 5; Thirty-eight, 2; Forty, 7; Forty-one, 2; Forty-two, 3; Forty-three, 3; Forty-four, 5; Forty-five, 5; Forty-six, 1; Forty-seven, 1; Forty-eight, 3; Forty-nine, 2; Fifty, 4; Fifty-one, 2; Fifty-three, 1; Fifty-four, 1; Fifty-five, 1; Fifty-six, 3; Fifty-eight, 1; Sixty, 2; Sixty-two, 1; Sixty-three, 2; Sixty-four, 3; Sixty-six, 2; Sixty-seven, 1; Eighty-seven, 1.—Total, 299.

*Statement of Convicts committed to the Provincial Penitentiary during 1863, denoting whether married or single, widowers or widows.*

Married, 102; Single, 181; Widowers, 13; Widows, 3.—Total, 299.

*General remarks on the discipline necessary to be carried out in the Provincial Penitentiary of Canada, and circumstances which have effected it, for the period embracing this Report.*

The increase of convicts during the year 1863 is a serious consideration, particularly to the officers. An influx of strangers has an influence on the discipline to a great extent in exciting the curiosity of the others, who manifest an ardent desire to obtain information in every particular as to the history of the new comers; therefore, the greatest precaution has to be exercised to prevent intercourse between them.

My views on the necessary degree of discipline to be carried out or enforced are quite decisive and fixed; for I have not the least hesitation in stating for your information that, unless there is a strict observance of the rules and regulations required to be carried out, the institution must suffer in its interior management, and the convicts will soon notice any falling off in vigilance, and will, when opportunity offers, avail themselves of it.

There has been in this institution instances of the fearlessness and daring of convicts, which are as follows:

On the ninth of February last, an attempt to murder and at escape was made in the hospital by some desperadoes, who were there undergoing medical treatment; they seized and held down the guard, and compressed his throat in order to prevent his giving an alarm. Fortunately they did not succeed in making their exit into the yard, as, undoubtedly, had they accomplished it, murder would have followed their footsteps. I have every reason to believe that the conspiracy, in connection with this affair, was an extensive one.

There was also the case of a convict stabbing a guard in the shoe-shop, which was clearly an act of revenge on his part, and carried out with the greatest deliberation. Providentially he did not succeed in his attempt to assassinate the guard, but in his effort did wound him very dangerously. This diabolical act took place on the 28th of July last. The fellow was subsequently brought before a Court of Queen's Bench, held at the City of Kingston, for the United Counties of Frontenac, Lennox and Addington, to answer for this serious offence, and, on being found guilty, got off with two years in addition to his former sentence.

Other acts might, in this instance, be cited to show the strictness that should prevail here. In fact, when such examples of calm deliberation occur, one cannot help being sensible of the fact that many a ruffian is too well cared for and treated in the Provincial Penitentiary of Canada.

The following is a statement of punishments awarded convicts during the year 1863, which varies from the previous one, particularly as relates to the infliction of corporal chastisements which exceeds the former return.

There is also an augmentation in the number of confinements to the Dark Cell, but this may in part be accounted for in main by the increase of convicts as well as on account of the desperate acts of which those so punished have been connected with and guilty.

It may be considered well to keep in view that three, four, or five meals of bread and water are included in the same punishment for breach of discipline, for which the convict is sent to the Dark Cell, likewise two or three meals of bread and water and one night without bed.

There are also at times instances of my being obliged to sentence convicts to carry a chain. But, in most cases, it is affixed to the vicious and dangerous ones who have been guilty of repeated acts of violence, and must be prevented, if possible, from a repetition of the like.

There is no man sent to this Institution but who can observe the rules and regulations as adopted for their guidance, if so disposed. Those who are vicious and evil-inclined feel the restraint to which they are subjected much more than others who make up their minds to obedience, and observance of such rules as are in force, and which are neither difficult or burthensome to carry out.

I think it essential, in closing my remarks on the discipline now in practice in the Provincial Penitentiary of Canada, to express my decided opinion that any relaxation in its stringency would be dangerous to the peace and regularity which should be continually maintained. Moreover, I consider that the discipline in every particular, as now in force here, has been humanely carried out, to all intents and purposes.

ABSTRACT Statement of Punishments awarded to Male Convicts in Provincial Penitentiary, during the year 1863.

| MONTHS.        | No. of Meals, Bread and Water. |     |     |     |     |       |       |       |       |       |       |       | No. of Convicts without Bed. | No. of Convicts in Dark Cell. | No. of Boys punished with the Switch. | No. of Cuts inflicted. | No. of Convicts punished with the Cuts. | No. of Lashes inflicted. | No. of Convicts chained. | REMARKS. |       |                                                                           |
|----------------|--------------------------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|------------------------------|-------------------------------|---------------------------------------|------------------------|-----------------------------------------|--------------------------|--------------------------|----------|-------|---------------------------------------------------------------------------|
|                | 1.                             | 2.  | 3.  | 4.  | 5.  | 6.    | 7.    | 8.    | 9.    | 10.   | 11.   | 12.   |                              |                               |                                       |                        |                                         |                          |                          |          |       |                                                                           |
| January.....   | 5                              | 45  | 44  | 26  | 10  | ..... | ..... | ..... | 1     | ..... | ..... | ..... | 1                            | 17                            | 32                                    | .....                  | .....                                   | .....                    | 6                        | 156      | 1     | Nine convicts continued to carry the chain at the expiration of the year. |
| February.....  | 1                              | 4   | 34  | 28  | 25  | 13    | ..... | 2     | ..... | ..... | ..... | ..... | .....                        | 8                             | 21                                    | .....                  | .....                                   | .....                    | 3                        | 72       | 2     |                                                                           |
| March.....     | .....                          | 16  | 39  | 46  | 32  | 18    | ..... | 1     | ..... | 1     | ..... | ..... | .....                        | 13                            | 24                                    | .....                  | .....                                   | .....                    | 1                        | 24       | 1     |                                                                           |
| April.....     | 3                              | 4   | 62  | 49  | 38  | 14    | ..... | 2     | ..... | ..... | ..... | ..... | .....                        | 13                            | 35                                    | .....                  | .....                                   | .....                    | 3                        | 126      | 2     |                                                                           |
| May.....       | .....                          | 9   | 50  | 34  | 26  | 17    | ..... | ..... | ..... | ..... | ..... | ..... | .....                        | 6                             | 54                                    | 1                      | 12                                      | .....                    | 4                        | 120      | 1     |                                                                           |
| June.....      | 2                              | 11  | 69  | 53  | 21  | 19    | ..... | 1     | ..... | ..... | ..... | ..... | .....                        | 10                            | 31                                    | 1                      | 18                                      | .....                    | 5                        | 84       | 2     |                                                                           |
| July.....      | 1                              | 8   | 57  | 55  | 48  | 17    | ..... | ..... | ..... | ..... | ..... | ..... | .....                        | 4                             | 33                                    | .....                  | .....                                   | .....                    | 5                        | 83       | 2     |                                                                           |
| August.....    | .....                          | 12  | 48  | 37  | 9   | 5     | ..... | 1     | ..... | ..... | ..... | ..... | .....                        | .....                         | 14                                    | .....                  | .....                                   | .....                    | 2                        | 21       | ..... |                                                                           |
| September..... | 3                              | 10  | 61  | 32  | 11  | 2     | ..... | ..... | ..... | 3     | ..... | ..... | .....                        | 2                             | 26                                    | .....                  | .....                                   | .....                    | 3                        | 55       | ..... |                                                                           |
| October.....   | 2                              | 11  | 55  | 53  | 38  | 15    | ..... | 1     | ..... | ..... | ..... | ..... | .....                        | 19                            | 46                                    | 1                      | 16                                      | .....                    | 2                        | 108      | 1     |                                                                           |
| November.....  | .....                          | 10  | 36  | 42  | 31  | 26    | ..... | 3     | ..... | ..... | ..... | ..... | .....                        | 20                            | 38                                    | .....                  | .....                                   | .....                    | 4                        | 90       | ..... |                                                                           |
| December.....  | .....                          | 3   | 51  | 28  | 30  | 14    | ..... | 3     | ..... | ..... | ..... | ..... | .....                        | 4                             | 24                                    | .....                  | .....                                   | .....                    | 3                        | 79       | ..... |                                                                           |
| Total.....     | 12                             | 102 | 607 | 499 | 335 | 179   | ..... | 15    | ..... | 9     | ..... | ..... | .....                        | 116                           | 378                                   | 3                      | 46                                      | .....                    | 41                       | 1018     | 12    |                                                                           |

## REPORT ON THE FEMALE PRISON.

This branch of the Provincial Penitentiary should be removed outside of the Male Convict Prison enclosure. It is not by any means a suitable place for the purposes as at present used, there is no doubt whatever of the inmates being enabled to carry on communication by words, by signs, also by letters with the male convicts.

The following is a description of this temporary establishment. It consists of apartments on the north-east side of north wing of the prison buildings.

The dormitories are situated in what formerly constituted the Male Convict Dining Hall, consisting of two ranges of cells with corridors dividing them.

On the east side of the east range of cells is what may be termed the Dining Hall, being on the same flat, the corridors, &c., are flagged, and are consequently very damp, arising both from the lowness of the place, coupled with the nature of the limestone. The yard is enclosed by a good stone wall, and within it are a wash-house, cooking place, likewise other conveniences, the whole grounds being flagged, and parts of it have been very much improved in appearance by the matron's industry and ingenuity, and that particularly in the summer season.

A very short passage leads from the yard to the dining hall, dormitories, and to a kitchen, on the north end of the wing on the ground floor. From this short passage a narrow stairway leads to the first floor, on which is situated the room occupied as an hospital, and there is a bed-room opposite (the stairway to the second floor being between them) as also a small entrance leading to the stair descending to the yard, dormitories, &c., &c.

On the first a door is placed leading into the female prison from the hall of the north wing, and the stair ascending to the second floor fronts the avenue from the main hall.

On the second flat is situated the work-room, the matron's room, and two small others adjoining, with a passage between them.

In my humble opinion no locality could have been selected for the imprisonment of female convicts, that could and does afford such opportunities for concealment, talking, &c., and where all manner of deceit could be carried on, without its being possible for the matron to detect them, she being employed in her proper place, overseeing the work of the convicts who are within her view and hearing. Perceive all the hiding places in the basement—the crooks and the turns before reaching it, where the inmates can carry on talk, quite out of view, of which there is no doubt.

So far as individually concerned, I am quite at a loss to know why any person should endeavor to injure the benevolent lady who is at the head of this department of the Institution; she being, from her talents, education and steadiness, deserving in every respect of a much higher position than now occupying. Her duties are never neglected. She is exemplary and charitable to a fault. Despite of all these qualities, a saint could not please all the convicts who are under her keeping.

It may be well that I should bring under your notice the necessary consumption of fire-wood in this allotment of the Penitentiary. In fact three or four years' price of wood, which is consumed in it, would go far to erect a proper building contiguous to this Institution, and it is very essential that such should be done.

Together with this report, I have taken upon myself to get a plan drawn of the place in which the female convicts are confined, which is hereto annexed. I have done so particularly as the affairs of this Institution seem to have been brought before the public at a period when least expected, and which we should all hope will result in good.

I have lately made it a right of action, as I considered it my duty to make particular inquiry among the female convicts, if they knew or were aware of any serious matter going on in the prison, or if they had any complaints to make. On such being instituted, there were only two that seemed to think they were harshly treated. One or two others, owing to sickness, were not called on. Still this seeming security will not prevent a continuance of my constant attention and vigilance.

Appended to this you will find a statement of punishments to which the female convicts have been subjected for misconduct during the past year. Even taking such into consideration, there cannot be a sufficient enforcement of the discipline in the quarter referred to, owing to want of proper places for carrying out ordinary and solitary confinement.

TABLE exhibiting the Violations of Discipline and Punishment incurred in the Female Prison, during the year 1863.

| MONTHS.             | REMARKS.        |                                             |                                              |                                                |                                               |                                               |                                              |                                |                                 |                                   |                                        |                                         |                                           | Total number of women per month. | No. not reported. | No. of women reported. |                                          |                                                               |     |
|---------------------|-----------------|---------------------------------------------|----------------------------------------------|------------------------------------------------|-----------------------------------------------|-----------------------------------------------|----------------------------------------------|--------------------------------|---------------------------------|-----------------------------------|----------------------------------------|-----------------------------------------|-------------------------------------------|----------------------------------|-------------------|------------------------|------------------------------------------|---------------------------------------------------------------|-----|
|                     | No. admonished. | No. punished with one meal bread and water. | No. punished with two meals bread and water. | No. punished with three meals bread and water. | No. punished with four meals bread and water. | No. punished with five meals bread and water. | No. punished with six meals bread and water. | No. deprived of bed one night. | No. deprived of bed two nights. | No. deprived of bed three nights. | No. confined in solitary cell one day. | No. confined in solitary cell two days. | No. confined in solitary cell three days. |                                  |                   |                        | No. confined in solitary cell four days. | No. of reports not acted upon from sickness and other causes. |     |
| January .....       | 50              | 36                                          | 1                                            | 1                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 20                | 118                    | 43                                       | 18                                                            | 61  |
| February .....      | 74              | 48                                          | 15                                           | .....                                          | .....                                         | .....                                         | 2                                            | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 20                | 159                    | 46                                       | 12                                                            | 58  |
| March.....          | 79              | 47                                          | .....                                        | 1                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 25                | 159                    | 55                                       | 9                                                             | 64  |
| April .....         | 47              | 19                                          | 5                                            | 7                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 32                | 105                    | 44                                       | 21                                                            | 65  |
| May.....            | 38              | 5                                           | 1                                            | 1                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 49                | 81                     | 32                                       | 31                                                            | 63  |
| June .....          | 84              | 10                                          | 3                                            | 1                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 48                | 151                    | 50                                       | 19                                                            | 69  |
| July.....           | 85              | 33                                          | 4                                            | .....                                          | 2                                             | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 52                | 179                    | 43                                       | 24                                                            | 67  |
| August.....         | 119             | 30                                          | 6                                            | 2                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 34                | 197                    | 49                                       | 18                                                            | 67  |
| September .....     | 29              | 8                                           | 4                                            | 1                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 20                | 67                     | 28                                       | 40                                                            | 68  |
| October.....        | 32              | 17                                          | 6                                            | 4                                              | 1                                             | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 19                | 80                     | 32                                       | 39                                                            | 71  |
| November .....      | 59              | 16                                          | 2                                            | .....                                          | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 43                | 113                    | 37                                       | 28                                                            | 65  |
| December.....       | 56              | 30                                          | 8                                            | 1                                              | .....                                         | .....                                         | .....                                        | .....                          | .....                           | .....                             | .....                                  | .....                                   | .....                                     | .....                            | 46                | 152                    | 40                                       | 26                                                            | 66  |
| Total for year..... | 752             | 299                                         | 55                                           | 19                                             | 4                                             | 2                                             | 2                                            | 20                             | 5                               | 2                                 | 6                                      | 10                                      | 3                                         | 1                                | 408               | 1561                   | 499                                      | 255                                                           | 784 |

*General Return of Crimes of Convicts remaining in the Provincial Penitentiary of Canada on 31st December, 1863.*

Accessory to felony, 1; Aggravated assault, 2; Aggravated and common assault, 1; Aiding and abetting to do grievous bodily harm, 1; Arson, 28; Arson and burglary, 1; Arson and jail-breaking, 1; Arson and larceny, 1; Assault, 2; Assault with intent to rape, 7; Assault with intent to do grievous bodily harm, 7; Assault with intent to rob with violence, 2; Assault with intent to ravish, 2; Assault with intent carnally to know and abuse a girl under ten years of age, 1; Assault with intent to kill, 2; Assault with intent to rob, 1; Assault and robbery, 1; Attempt to commit buggery, 1; Attempt to procure abortion, 1; Bestiality, 1; Bigamy, 2; Breaking into and stealing in a shop, 2; Breaking into a shop and stealing therefrom, 1; Breaking and entering a shop and larceny therein, 2; Breaking into a warehouse, 1; Burglary, 21; Burglary and larceny, 13; Burglary and larceny in a shop, 1; Burglary and horse stealing, 1; Burglary and assault, 1; Burglary and attempt at murder, 1; Cattle stealing, 6; Cattle wounding, 2; Compound larceny, 1; Embezzlement, 2; False pretences, 1; Feloniously cutting and wounding with intent to do grievous bodily harm, 2; Feloniously firing a stack of hay, 1; Feloniously receiving stolen property, 4; Feloniously receiving stolen money, 2; Feloniously receiving stolen goods, 1; Feloniously breaking and entering a house and stealing therein, 5; Feloniously breaking and entering a counting-house and stealing therein, 1; Feloniously cutting and wounding, 3; Feloniously stabbing, 2; Feloniously wounding, 1; Felony, 35; Felony and murder, 1; Felony and Burglary, 1; Forgery, 24; Highway robbery, 4; Horse stealing, 39; Horse and cattle stealing, 1; Horse stealing and larceny, 4; Horse, saddle and bridle stealing, 1; House-breaking, 1; House-breaking and larceny, 2; Indecent assault on a girl under ten years, 1; Inflicting grievous bodily harm, 1; Intent to rape, 1; Larceny, 290; Larceny from a dwelling, 1; Larceny and felony, 4; Larceny from his master, 1; Larceny in a shop, 2; Larceny in a warehouse, 1; Larceny after conviction for felony, 2; Larceny from the person, 4; Larceny and receiving, 4; Larceny and stabbing, 1; Mail robbery, 1; Maliciously cutting and wounding, 2; Manslaughter, 27; Military offence, 1; Misdemeanor, 2; Misdemeanor (perjury), 1; Murder, 47; Obtaining post office letter under false pretences, 1; Obtaining goods falsely, 3; Obtaining money falsely, 4; Offering, uttering, disposing of, and putting off forged promissory note, knowing to have been forged, 1; Ox, cow and horse stealing, 1; Passing counterfeit money, 1; Poisoning, 1; Possessing and uttering forged notes, 1; Prison breach, 3; Rape, 18; Receiving stolen goods knowing them to be stolen, 1; Receiving stolen property and larceny, 2; Receiving stolen goods, 4; Receiving stolen money, 1; Riotously beginning to demolish a house, 4; Robbery, 35; Robbery with violence, 4; Robbery from the person, 1; Robbery and stabbing, 1; Sacrilege, 1; Sacrilege and house-breaking, 1; Sheep stealing, 8; Sheep stealing and burglary, 1; Sheep stealing and house-breaking, 1; Shooting with intent, 1; Shooting with intent to kill, 1; Shooting with intent to do grievous bodily harm, 2; Shop-breaking, 2; Shop-breaking and larceny, 3; Sodomy, 4; Stabbing, 3; Stabbing with intent to do grievous bodily harm, 1; Stabbing with intent to murder, 1; Stabbing and burglary, 1; Stealing from the person, 18; Stealing two promissory notes, 1; Stealing property, 2; Stealing money, 6; Stealing in a dwelling-house, 1; Stealing in a warehouse and shop, 2; Stealing in a church, 1; Stealing and house-breaking, 1; Substantive felony on being accessory before the fact to wounding with intent to commit murder, 1; Unlawfully having in his possession dies for counterfeiting British shillings, 1; Unlawfully wounding, 2; Unlawfully attempting to steal money, 1; Unlawfully stabbing, 1; Unlawfully cutting and stabbing, 1; Unnatural crime, 1; Uttering counterfeit coin, 4; Uttering counterfeit notes, 1; Uttering false coin, 1; Uttering forged notes, 4; Uttering promissory note, forged endorser, 1; Wounding with intent to do grievous bodily harm, 2; Writing letters, with menaces, 1.—Total 823.

*Statement of the Districts in Canada East, former Districts, present District, United Counties and Counties in Canada West, from which the Convicts, remaining in the Provincial Penitentiary on the 31st of December, 1863, were sent:—*

DISTRICTS IN CANADA EAST.

Beauce, 2; Beauharnois, 1; Bedford, 8; Bonaventure, 1; Iberville, 4; Joliette, 1;



Kamouraska, 2; Montreal, 174; Ottawa, 2; Quebec, 48; Rimouski, 2; St. Francis, 11; St. Hyacinthe, 1; Terrebonne, 2; Three Rivers, 8.

## FORMER DISTRICTS IN UPPER CANADA.

Gore, 2; Home, 3.

## PRESENT DISTRICT IN CANADA WEST

Algoma, 1.

## UNITED COUNTIES IN CANADA WEST.

Frontenac, Lennox and Addington, and City of Kingston, 28; Huron and Bruce, 12; Lanark and Renfrew, 17; Leeds and Grenville, 23; Northumberland and Durham, 36; Peterboro' and Victoria, 18; Prescott and Russell, 2; Stormont, Dundas and Glengarry, 11; York and Peel, and City of Toronto, 78.

## COUNTIES IN CANADA WEST.

Brant, 28; Carleton and City of Ottawa, 13; Elgin, 10; Essex, 16; Grey, 4; Haldimand, 4; Halton, 8; Hastings, 10; Kent, 15; Lambton, 10; Lincoln, 15; Middlesex, and City of London, 44; Norfolk, 12; Ontario, 11; Oxford, 19; Pentanguishene Reformatory, 1; Perth, 6; Peterboro', 3; Prince Edward, 6; Simcoe, 16; Waterloo, 7; Welland, 7; Wellington, 13; Wentworth, and City of Hamilton, 47.—Total, 823.

*Ages of Convicts, remaining in Provincial Penitentiary, on 31st of December, 1863.*

YEARS OF AGE.—Thirteen, 1; Fifteen, 1; Sixteen, 9; Seventeen, 7; Eighteen, 20; Nineteen, 39; Twenty, 46; Twenty-one, 48; Twenty-two, 44; Twenty-three, 38; Twenty-four, 42; Twenty-five, 44; Twenty-six, 44; Twenty-seven, 35; Twenty-eight, 29; Twenty-nine, 29; Thirty, 15; Thirty-one, 21; Thirty-two, 12; Thirty-three, 19; Thirty-four, 20; Thirty-five, 13; Thirty-six, 24; Thirty-seven, 16; Thirty-eight, 14; Thirty-nine, 9; Forty, 14; Forty-one, 13; Forty-two, 11; Forty-three, 8; Forty-four, 12; Forty-five, 18; Forty-six, 7; Forty-seven, 9; Forty-eight, 9; Forty-nine, 11; Fifty, 7; Fifty-one, 7; Fifty-two, 4; Fifty-three, 6; Fifty-four, 4; Fifty-five, 2; Fifty-six, 6; Fifty-seven, 4; Fifty-eight, 2; Fifty-nine, 2; Sixty, 5; Sixty-one, 4; Sixty-two, 3; Sixty-three, 4; Sixty-four, 4; Sixty-five, 4; Sixty-six, 1; Sixty-seven, 1; Seventy-three, 1; Seventy-five, 1; Eighty-seven, 1.—Total, 823.

*Statement of Convicts remaining in the Provincial Penitentiary, on the 31st of December, 1863, denoting whether married, single, widowers, or widows.*

Married, 288; Single, 495; Widowers, 35; Widows, 5.—Total, 823.

*Callings of Convicts remaining in the Provincial Penitentiary, on 31st of December, 1863.*

Apothecary, 1; Bakers, 5; Barbers, 3; Blacksmiths, 25; Boiler-maker, 1; Brewer, 1; Bricklayers, 4; Butchers, 11; Cabinet-makers, 10; Calico-printer, 1; Caners, 2; Carpenters, 40; Chair-maker, 1; Chandler, 1; Clerks, 12; Cooks, 4; Coopers, 7; Copper-smith, 1; Curriers, 2; Daguerretypist, 1; Doctor of medicine, 1; Druggist, 1; Editor, 1; Engineer, 1; Finisher, 1; Founder, 1; Gardeners, 2; Gunsmiths, 3; Hackler, 1; Hatter, 1; Joiners, 3; Laborers, 452; Locksmith, 1; Machinists, 4; Masons, 9; Merchant, 1; Miller, 1; Millwright, 1; Moulders, 3; Painters, 8; Pedler, 1; Plasterers, 3; Printers, 6; Saddlers, 2; Sailors, 6; Sail-maker, 1; Salesman, 1; Sawyer, 1; Seamstresses, 64; Ship-carpenters, 4; Shoemakers, 56; Silver-plater, 1; Stone-cutters, 17; Tailors, 12; Tanners, 3; Teacher, 1; Tinsmiths, 2; Tobacconists, 2; Turners, 3; Upholsterers, 2; Wagon-makers, 2; Watchmakers, 2; Weaver, 1; Wheel-wright, 1.—Total, 823.

*Nativity of Convicts, remaining in the Provincial Penitentiary, on the 31st of December, 1863.*

Calcutta, 1; England, 99; France, 5; Germany, 20; Halifax, 1; Holland, 1; India, 4; Ireland, 194; New Brunswick, 4; On sea, 4; Prince Edward Island, 1; Province of Canada, 342; Prussia, 2; Scotland, 38; St. John's Isle, 2; Sweden, 1; United States of America, 104.—Total, 823.

*Religious Persuasion of Convicts, remaining in the Provincial Penitentiary, on the 31st of December, 1863.*

Baptists, 25; Bible Christian, 1; Church of England, 288; Lutherans, 5; Methodists, 86; No religion, 6; Presbyterians, 65; Quakers, 1; Roman Catholics, 348.—Total, 328.

*Duration of Sentence of Convicts remaining in the Provincial Penitentiary, on the 31st December, 1863*

Two years, 188; Two years and three months, 1; Two years and four months, 1; Two years and six months, 8; Three years, 211; Four years, 71; Four years and six months, 1; Four years and ten months, 2; Five years, 123; Six years, 15; Seven years, 66; Eight years, 9; Eight years and six months, 1; Nine years, 5; Ten years, 20; Twelve years, 2; Thirteen years, 2; Fourteen years, 25; Fifteen years, 2; Twenty years, 3; Twenty-eight years, 1; Life, 66.—Total, 823.

*Races of Convicts, remaining in the Provincial Penitentiary, on 31st of December, 1863.*

Whites, 751; Negroes, 51; Mulattoes, 11; Native Indians, 10.—Total, 323.

*Statement of Commitments of Convicts, remaining in the Provincial Penitentiary, on the 31st December, 1863.*

First imprisonment.—Male convicts, 654; Female convicts, 61.

Second imprisonment.—Male convicts, 90; Female convicts, 3.

Third imprisonment.—Male convicts, 9.

Fourth imprisonment.—Male convicts, 5.

Sixth imprisonment.—Male convict, 1.—Total, 823.

*Average of Convicts in the Provincial Penitentiary, for the year 1863.*

|                      |      |
|----------------------|------|
| Male convicts.....   | 724½ |
| Female convicts..... | 62   |

*Statement of receipt of Convicts in the Provincial Penitentiary (inclusive of male and female) for the years 1862 and 1863.*

|                                                           |            |
|-----------------------------------------------------------|------------|
| Male convicts received in 1862 .....                      | 221        |
| Male convicts received from Penetanguishene in 1862 ..... | 1          |
| Female convicts received in 1862 .....                    | 16         |
| <b>Total.....</b>                                         | <b>238</b> |
| Male convicts received in 1863.....                       | 265        |
| Female convicts received in 1863 .....                    | 30         |
| Male convicts received from Penetanguishene in 1863 ..... | 4          |
| <b>Total.....</b>                                         | <b>299</b> |

Showing an increase of forty-seven males and fourteen females over and above the numbers received in 1862.

*Abstract Statement of Convict Labor in the Provincial Penitentiary, and at the Rockwood Asylum, during 1863.*

| DEPARTMENTS.                                                               | DAYS.  |
|----------------------------------------------------------------------------|--------|
| Shoe-shop (contract labor).....                                            | 75,750 |
| Cabinet-shop .....                                                         | 13,660 |
| Carpenters, masons, bricklayers, coopers, painters, and blacksmiths, ..... | 15,668 |
| Tailors.....                                                               | 3,379  |
| Hospital orderlies.....                                                    | 2,920  |
| Cooks, cleaners in kitchen, dining-hall and prisons.....                   | 13,491 |
| General laborers, stone-breakers, oakum-pickers, teamsters.....            | 44,148 |

## ROCKWOOD.

|                 |       |
|-----------------|-------|
| Painters.....   | 550   |
| Carpenters..... | 2,700 |
| Plasterers..... | 1,400 |
| Masons.....     | 3,675 |
| Laborers.....   | 9,724 |

## FEMALE APARTMENT.

|                          |       |
|--------------------------|-------|
| Knitting.....            | 8,939 |
| Contract binding.....    | 2,451 |
| Household labor.....     | 3,051 |
| Washing and ironing..... | 2,074 |
| Cooking.....             | 618   |
| Nursery.....             | 309   |
| Sick in hospital.....    | 2,063 |
| On punishment.....       | 59    |

Total..... 211,609

## ORDINARY CONVICT LABOR.

In making a return of the number of days' work performed by convicts, it may be well for me to observe that a majority of those in the oakum shed are in a great measure worthless, in respect to labor, and a burthen to the Institution, many being advanced in years, others broken down by various bodily ailments, and, in several instances, they would not be taken off the street, owing to their being useless objects. There are others who have been in hospital and afterwards sent to the oakum shed as convalescent, so that a large number are congregated in one place. There are also a number of active convicts in the oakum shed for whom I am very desirous to procure employment at any valuable contract labor system, and have some hopes of success and of seeing such carried out.

I have frequently been under the necessity of remarking on the number of useless beings sent to this Institution from the various Districts, United Counties and Counties of the Province, some of whom are extremely troublesome, much more so than able-bodied convicts are. In fact, in some instances, they are more fit for the occupancy of an asylum than a penitentiary.

*The following is the distribution of the male Convicts, on 31st December, 1863.*

Shoe-shop, 235; Oakum and stone-breakers' shed, &c., 213; In hospital, including orderlies, 54; Kitchen, dining-hall and prisons, 52; Cabinet-shop, 50; Tailors, 26; Stone-cutters, 63; Rockwood gang, 37; Carpenter's shop, 16; Outside quarry gang, 13.— Total, 759.

## EXPENDITURE FOR THE YEAR 1863.

In the general expenditure for the year 1863, a less amount has been drawn from the Government than in the previous one, and as the affairs of the Institution have been brought before the country through the public press, it is to be hoped from the information thus gleaned, and the advertisements from here, that in future our convict labor may be sought after by persons of enterprise and good standing, and that the establishment will gradually make advances towards being self-sustaining. This desirable state of matters can be brought about if there is only sufficient enterprise in the country. Good workshops can be supplied here, as well as a fair sample of able-bodied workmen.

I regret the heavy increase in the price of the indispensable material for clothing of the convicts, which has made a difference in our expenditure of fourteen hundred and ninety-eight dollars and fifty cents over and above the price paid for the same articles of goods in 1862.

There is also a falling off in the receipts for our convict contract labor; nevertheless I have well-founded hopes that there will soon be a change for the better in this respect.

A large increase has arisen in the outlay for forage, which occurred owing to the rise in the price of hay, straw and grain; but as the culture of the farm advances there will be some amendment in this branch of expenditure; I therefore recommend a perseverance in our farm matters.

The lunatics confined in the departments, as previously noted, still continue to be supported through the Penitentiary. It is not, by any means, my wish to continue this system. The Medical Superintendent is a gentleman of great experience, who is every way conversant with general business matters, and as to what is required for the unfortunate beings under his care, and if the Government thought proper to relieve me, as Warden, of the accountability in connection with the asylum, I feel confident Dr. Litchfield would do full and ample justice in every matter which may be entrusted to his management, both in a financial point of view and otherwise.

The continuation of building the Rockwood Asylum will have to be carried out through the authorities of the Penitentiary, so long as the work is done by convict labor.

All such articles as may be required for use of the lunatics, which can be made here, should be done, and afterwards paid for by the Superintendent of the Asylum. I have taken the liberty to recommend the above suggestions for the consideration of the Board of Prison Inspectors.

It is to be regretted that typhoid fever has again visited the Institution. Some convicts have been cut off with it, whilst others have recovered from its effects; moreover, my family have encountered their share of the visitation.

The sick in hospital here have been regularly attended, in every instance, by the Surgeon of the Institution, John R. Dickson, Esq., M.D., who has, with great care and attention, made provision for all the medical requirements, and regulated the diet as required, at the same time granting every indulgence which was possible for persons in their situation to obtain.

If there is any defect in the water-works, no time should be lost in rectifying what may be amiss, more particularly as the labour is at present at our command, and I feel most anxious to advance any undertaking that may be considered conducive in promoting the health of the place.

In conclusion, gentlemen, let me assure you that I feel the greatest anxiety for the progress of this institution in all its branches, and that the general health and welfare of the convicts is, and has been to me, a most important consideration during a period of sixteen years' service as Warden of the Provincial Penitentiary of Canada.

Respectfully submitted.

D. Æ. MACDONELL,  
Warden, Prov. Pen.

Provincial Penitentiary,  
10th February, 1864.

ANNUAL BALANCE SHEET—PROVINCIAL PENITENTIARY, 31st December, 1863.

Dr.

Cr.

| 1862.<br>Dec. 31.                                                          | 1863.<br>Dec. 31. | \$ cts.    | \$ cts.   | \$ cts.     |
|----------------------------------------------------------------------------|-------------------|------------|-----------|-------------|
| To Balance .....                                                           |                   |            |           |             |
| " Contract-labor ac't. For payments by contractors .....                   |                   | 31934 50   |           |             |
| " Lunatic Asylum ac't. Pay'ts for general petty jobs .....                 |                   | 629 73     |           | 1027 95     |
| " Rent account. do officers' uniform .....                                 |                   | 144 00     |           | 3914 42     |
| " do do rents .....                                                        |                   | 24 00      |           | 28982 87    |
| " do do absent time .....                                                  |                   | 39 92      |           | 14926 52    |
| " Blacksmith's shop ac't. do iron work .....                               |                   | 1254 30    |           | 557 41      |
| " do do gso't clothing .....                                               |                   | 34 42      |           | 1724 89     |
| " Matron's shop account. do needlework .....                               |                   | 69 57      |           | 7999 04     |
| " Tailor's shop account. do .....                                          |                   | 33 07      |           | 19714 10    |
| " Provincial Government ac't. Bank drafts .....                            |                   | \$5196 00† |           | 37 28       |
| " Stone account. Payments for stone, etc., sold .....                      |                   | 2581 88    |           | 589 24      |
| " Contingencies account. General receipts .....                            |                   | 298 00     |           | 148 62      |
| " Provision account. Payment for subsistence of a soldier .....            |                   | 6 68       |           | 36797 80    |
| " Carpenter's shop account. Pay'ts for petty jobbing .....                 |                   | 152 60     |           | 446 26      |
| " Printing and advertising account. Deduction on advertising charges ..... |                   | 4 00       |           | 313 15      |
|                                                                            |                   |            | 122292 67 | 633 40      |
|                                                                            |                   |            |           | 714 62      |
|                                                                            |                   |            |           | 999 20      |
|                                                                            |                   |            |           | 391 43      |
|                                                                            |                   |            |           | 210 58      |
|                                                                            |                   |            |           | 26 75       |
|                                                                            |                   |            |           | 1840 75     |
|                                                                            |                   |            |           | 326 69      |
|                                                                            |                   |            |           | 69 62       |
|                                                                            |                   |            |           | 434 44      |
|                                                                            |                   |            |           | 274 75      |
|                                                                            |                   |            |           | 6109 23     |
|                                                                            |                   |            |           | 122 46      |
|                                                                            |                   |            |           | 94 54       |
|                                                                            |                   |            |           | 12860 12    |
|                                                                            |                   |            |           | 217 67      |
|                                                                            |                   |            |           | 13197 79    |
|                                                                            |                   |            |           | \$141321 80 |
|                                                                            |                   |            |           | 13197 79    |
|                                                                            |                   |            |           | \$111321 80 |

† Bank Draft from Provincial Government, as above, \$85,196.00, of which expended on Rockwood Buildings, as per contra. .... \$14,626 52  
 And on Penitentiary and Asylums..... 70,569 48  
 ----- \$85,196 00

PROVINCIAL PENITENTIARY,  
 31st December, 1863.

D. McINTOSH, Clerk.

# REPORT

OF THE

## REFORMATORY FOR UPPER CANADA,

FOR THE YEAR 1863.

To the Board of Prison Inspectors of the Province of Canada:

GENTLEMEN,—I have the honor to submit, for the information of His Excellency the Governor General, the following Report of the Reformatory Prison of Upper Canada, for the past year:—

### JUVENILE CONVICTS.

|                                         |    |     |
|-----------------------------------------|----|-----|
| On 31st December, 1862.....             | 99 |     |
| Received since.....                     | 38 |     |
|                                         | —  | 137 |
| Discharged during past year.....        | 35 |     |
| Removed to Provincial Penitentiary..... | 4  |     |
| Died.....                               | 1  |     |
|                                         | —  | 40  |
| In Reformatory at present.....          | 97 |     |

*Religions.*—Church of England, 40; Catholics, 30; Methodists, 15; Presbyterians, 7; Lutherans, 3; Baptists, 2.—97.

*Ages.*—Convicts: one, 8 years; two, 9 years; three, 11 years; four, 11 years; four, 12 years; four, 13 years; ten, 14 years; fourteen, 15 years; sixteen, 16 years; ten, 17 years; fifteen, 18 years; seven, 19 years; four, 20 years; three, 21 years.

*Nativity.*—England, 13; Ireland, 7; Scotland, 2; Canada, 62; United States, 10; Germany, 3.

*Convicts whose Parents died.*—Fathers died, 18; Mothers, 11; Father and Mother, 18.—47.

*Intemperate Parents.*—Thirty-six convicts had intemperate fathers; three had intemperate mothers; and six had intemperate fathers and mothers.

*Sanitary.*—The measles, the presence of which, in the neighborhood of the Reformatory, I remarked in my Report of last year, attacked some of its inmates.

|                            |        |                        |
|----------------------------|--------|------------------------|
| On the 26th January, ..... | 1 boy  | attacked with measles. |
| “ 30th “ .....             | 2 boys | “ “                    |
| “ 2nd February.....        | 4 “    | “ “                    |
| “ 4th “ .....              | 14 “   | “ “                    |
| “ 7th “ .....              | 3 “    | “ “                    |

I am happy to say, however, that all those who were afflicted with the disease recovered, and are now enjoying their usual good health, the most unremitting attention having been paid to them by Dr. Gilmour, during the continuance of the epidemic.

I have to record the death of one youth, who was delicate on his entering the Institution, three years ago, since when he has been frequently on the sick list. His malady (consumption) appeared to be hereditary, for his father, mother, brother and sister died victims of the same disease.

*Diet.*—There has been no change in the quantity or quality of the provisions since my last report. The diet is as follows:—

Breakfast— $\frac{1}{2}$  lb of meat, 1 lb of bread, pea-coffee, sweetened with molasses.

Dinner— $\frac{1}{2}$  lb of meat,  $\frac{1}{2}$  lb of bread, potatoes, and soup with vegetables.

Supper—Porridge in winter;  $\frac{1}{2}$  lb of bread, with milk, in summer.

The food is sufficient as to quantity, and of the very best description; and the cost within the limits of my estimate.

*Discipline.*—I have not varied the discipline of the prison since my last report, and I have again the satisfaction of being enabled to state, that the conduct of the boys has been highly satisfactory; I have had to contend with nothing like insubordination, and certainly the feelings of the youths generally towards the Institution is attachment, and an anxiety to observe its rules.

*Statement of Punishments awarded.*

|                 | Number<br>under Punishment. | Meals<br>Bread and water. | Number punished<br>with birch. | Number of<br>lashes. |
|-----------------|-----------------------------|---------------------------|--------------------------------|----------------------|
| January .....   | 9                           | 102                       | 8                              | 96                   |
| February .....  | 6                           | 63                        | 1                              | 12                   |
| March .....     | 5                           | 27                        | 0                              | ...                  |
| April .....     | 3                           | 18                        | 1                              | 24                   |
| May .....       | 3                           | 27                        | 0                              | ...                  |
| June .....      | 8                           | 36                        | 7                              | 72                   |
| July .....      | 4                           | 30                        | 0                              | ...                  |
| August .....    | 5                           | 81                        | 1                              | 12                   |
| September ..... | 5                           | 19                        | 1                              | 12                   |
| October .....   | 7                           | 129                       | 3                              | 30                   |
| November .....  | 11                          | 96                        | 5                              | 72                   |
| December .....  | ...                         | ...                       | ...                            | ...                  |
|                 | 66                          | 628                       | 27                             | 390                  |

*Stock of Real Property and Improvements.*

|                                       |             |
|---------------------------------------|-------------|
| Real Property and Improvements .....  | \$ 4,757 74 |
| New Prison Building .....             | 32,889 75   |
| Farm .....                            | 2,311 45    |
| General Store .....                   | 1,255 52    |
| Provision Store and Clothing .....    | 1,191 52    |
| Cook, Bake and Wash House .....       | 70 80       |
| Dining Hall .....                     | 96 97       |
| Sleeping Apartments .....             | 826 75      |
| Protestant Chapel and School .....    | 161 00      |
| Catholic Chapel and School .....      | 90 79       |
| Stone Cutter's Tools .....            | 157 05      |
| Stone Shed .....                      | 60 00       |
| Office Furniture and Stationery ..... | 190 00      |
| Carpenter's Shop, Tools .....         | 526 57      |
| do do Hardware .....                  | 504 84      |
| Shoe Shop .....                       | 106 10      |
| Cooper's Shop .....                   | 397 59      |
| Tailor's Shop .....                   | 48 52       |
| Blacksmith Shop .....                 | 539 27      |
| Brick Yard .....                      | 766 00      |

*Finance.*

|                                |                   |
|--------------------------------|-------------------|
| To Balance.....                | 222 78            |
| “ Government Warrants.....     | 28592 00          |
| “ Shop Accounts.....           | 859 15            |
|                                | <u>\$29673 93</u> |
| By Vouchers, No. 1 to 140..... | 29586 19          |
| Balance on hand.....           | 87 74             |
|                                | <u>\$29673 93</u> |

*ESTIMATE.**Officers.*

|                                |                  |
|--------------------------------|------------------|
| Warden.....                    | 1600 00          |
| Two Chaplains, \$800 each..... | 1600 00          |
| Deputy Warden, Clerk, &c.....  | 720 00           |
| Surgeon.....                   | 400 00           |
| Steward.....                   | 400 00           |
| Eight Keepers, \$360 each..... | 2880 00          |
| Farmer.....                    | 260 00           |
| Two Night Guards.....          | 360 00           |
|                                | <u>\$8220 00</u> |

*Provisions, Fuel, &c.*

|                                 |                  |
|---------------------------------|------------------|
| Rations for 120 Prisoners.....  | 3504 00          |
| Five hundred Cords of Wood..... | 500 00           |
| Soap, Oil and Candles.....      | 180 00           |
| Medicine.....                   | 70 00            |
| Lime.....                       | 60 00            |
|                                 | <u>\$4814 00</u> |

*Clothing and Bedding.*

|                                             |                  |
|---------------------------------------------|------------------|
| One hundred and twenty Boys, @ \$15.....    | 1800 00          |
| Travelling Expenses for twenty, @ \$10..... | 200 00           |
| Clothing for do.....                        | 180 00           |
|                                             | <u>\$2180 00</u> |

*Buildings, &c.*

|                               |                  |
|-------------------------------|------------------|
| Three Houses for Keepers..... | 1200 00          |
| Shingling Buildings.....      | 100 00           |
| Lumber, Tools, Iron, &c.....  | 900 00           |
|                               | <u>\$2200 00</u> |

*Farm.*

|                            |                  |
|----------------------------|------------------|
| Indian Corn and Oats.....  | 620 00           |
| Hay, Straw, Seeds, &c..... | 835 00           |
| Harness, Rope, &c.....     | 110 00           |
| Wagon.....                 | 90 00            |
| Thrashing Machine.....     | 150 00           |
|                            | <u>\$1805 00</u> |



*Sundries.*

|                                                   |            |
|---------------------------------------------------|------------|
| Rope Twine, &c., for Nets and Fishing Tackle..... | 45 00      |
| Stationery for Office, &c.....                    | 65 00      |
| Freight, \$260; Postage \$50 .....                | 310 00     |
|                                                   | \$420 00   |
| Total.....                                        | \$19139 00 |

*Extraordinary Expenditure.*

|                                     |            |
|-------------------------------------|------------|
| To finish forty Cells in Wing ..... | \$1500 00  |
|                                     | \$20639 00 |

Mr. Horsey, the Penitentiary Architect, will give an estimate of the amount that will be required for the main building.

## GENERAL REMARKS.

It is gratifying to me to be enabled to report again, that the general conduct of the convicts under my charge has been highly satisfactory during the past year. They have worked well and assiduously at their various avocations; some at the new building, others brick-making, a few employed on the farm, and the remainder at the work-shops, carpentering, blacksmithing, coopering, tailoring and shoemaking.

Thirty-five convicts have been discharged from the Reformatory this year; of that number I have heard of or from twenty-three, *all of whom*, I am proud to record, are earning a respectable livelihood in the localities where they reside, and six of them in this neighborhood.

I wrote last year to the jailers of the counties from whence the convicts were sent to this Reformatory, to ascertain, if possible, if any of them had transgressed the law after leaving this Institution. This year I addressed the Warden of the Provincial Penitentiary, giving a list of the names of all who had been discharged during the year, to ascertain if any of them had been again convicted and sentenced to the Penitentiary, and I have received the following reply from that gentleman:—

PROVINCIAL PENITENTIARY,  
Kingston, 30th December, 1863.

SIR,—I would acknowledge the receipt of your communication, dated the 28th instant, and, in answer, would state that there are no convicts at present in this Institution answering the names you transmitted unless under assumed callings.

I have the honor to be, &c., &c.,

(Signed,)

D. Æ. MACDONELL,

Warden, Provincial Penitentiary.

To Wm. Moore Kelly, Esq.,  
Warden, Reformatory Prison, C. W.

It would be impossible to follow in the track and keep a satisfactory account of all the discharged convicts, but if any have relapsed into vicious courses it is reasonable to expect that they will be, or have been, sent to the Provincial Penitentiary. From the reply of the Warden, and from the private sources of information at my command, I conclude that the training of this Institution has, in the cases of discharged convicts, hitherto borne good fruits, and I record the fact with great satisfaction and with much pride.

Within this year a number of boys, whose ages vary from nine to twelve years, have been sentenced to two years' imprisonment in the Reformatory. It must be evident that during so short a period no very lasting or satisfactory reformation (if any) can be expected in their habits, and it is greatly to be feared that when discharged those youths, in some instances, will have to return to depraved and drunken parents, and it is sad to contemplate the consequence. It is vain to hope in such cases for any better fate for them than

a return to former vicious courses and again a consignment to the Reformatory, or, perhaps, for more serious crime, to the Provincial Penitentiary; and thus the Reformatories of the Province will be taxed with bad training or mismanagement, when the fault in reality lies in immature legislation.

Certain changes and alterations appear to me to be required in the system at present in operation, regulating the sending of convicts to the Reformatories, before those Institutions can effect the salutary changes in the habits of those committed to their charge, which the Legislature contemplated in their erection, and which the public will no doubt demand as the fruits of these Institutions.

Having in a measure detailed them in my report of last year, I shall again only recapitulate them in as succinct a manner as possible; observing that the more I read and consider and the more I become practically acquainted with the subject, the stronger are my convictions of the necessity for strict regulation in the following premises, in order that the Reformatories may become what they are intended to be—asylums for the moral and physical education and training of juvenile criminals, with the view of their being, at their discharge, fitted to become respectable and useful members of society; and further, that the adoption of these regulations will have a very powerful effect in making the Institution self-sustaining or very nearly so.

*First.*—That no convict should be sent to a Juvenile Reformatory whose age exceeded sixteen years.

*Second.*—That the period of incarceration should in no instance exceed seven, and be not less than five years.

*Third.*—That at the pleasure of the Government the period of imprisonment may be lessened, when constant good behaviour, and upon satisfactory proof that the convict had learned a trade or acquired a thorough knowledge of agriculture, by which he could support himself.

*Fourth.*—That the period of imprisonment be so arranged that the discharge of the convict may, in all cases, take place in the spring of the year.

*Fifth.*—That good conduct and unremitting attention to duty should establish a claim, on the part of the convict, for some small amount of his earnings when leaving the Reformatory, as a capital to enable him to exist during the period required to obtain employment, and thus guard against his being tempted to relapse into vicious courses, should he be disappointed in getting immediate employment.

The time of the grown boys has been chiefly occupied with the building now in course of erection, and I have to record that their labor has been most satisfactory, causing a saving in the labor account of building and farming of three thousand nine hundred and fourteen dollars and thirty-nine cents, which if deducted from the Reformatory expenses of thirteen thousand nine hundred and fifteen dollars and thirty-seven cents, would reduce the actual cost of the Institution to ten thousand dollars and ninety-eight cents, and I make this calculation at the very minimum charge that could be made for the boys' work, which I estimate as follows:—

|                                                                           |            |
|---------------------------------------------------------------------------|------------|
| Whole number of boys employed at out-door work, 7,337½ days, of which at  |            |
| New Building, 3,119½ days, @ 30 cents .....                               | \$ 875 85  |
| At farm, 2,390½ @ 20 cents .....                                          | 478 10     |
| At wharf, 1,607½ @ 25 cents .....                                         | 251 87     |
| At brick yard, 1,320 @ 50 cents .....                                     | 660 00     |
| Value of labor, employed in blacksmith shop, for new prison building..... | 840 67     |
| Value of labor, employed in carpenter shop, for new prison building.....  | 807 90     |
|                                                                           | \$3,914 39 |

With much satisfaction, I report the completion of eighty cells in the new building, and their occupation by the convicts, which has so far enabled me to establish an individual separation in the dormitories, a moral necessity of the greatest importance.

In the early spring I shall have forty more cells completed, and then all the convicts will be isolated nightly.

The first story of the main building is erected, and I had the walls carefully covered and protected from the effects of fall rains and winter frosts; and I trust that the grant of the Government may be had in time to finish the walls and roof in the building previously to the next autumn, so that the Reformatory may be completed by the spring of 1865, when it will be possible to bring the establishment into perfect regularity and economy; and I indulge the earnest hope that if the suggestions I have made as regards an additional grant of land be carried into effect,—that at no distant period the establishment will be self-sustaining, or as nearly so as circumstances will permit.

So much of the time of the boys was occupied on the building erecting this season that the farm has been comparatively neglected; I have, however, prepared eighty acres for cultivation during the next year, and from the experience I have had, although the soil is difficult to work, yet I think that this branch of economy can be made valuable and profitable, and it is an employment most beneficial to youth.

Strongly impressed with this feeling, I respectfully recommend, that the

|                                     | Aces. | r'ds. | per. |
|-------------------------------------|-------|-------|------|
| Triangular redoubt, containing..... | 326   | 1     | 4    |
| Square redoubt, containing.....     | 353   | 2     | 5    |
|                                     | 679   | 3     | 19   |

(ordnance reserves) on the opposite side of the bay, may be added to the estate of the Reformatory, to be brought into cultivation, as may be occasionally done from time to time. There is already some pasturage on these lands which would enable me to add to the grazing stock, and in a short period I would be enabled to prepare land sufficient to raise hay, oats, and a considerable quantity of provisions, enough or nearly so for the use of the Institution, and thus create a considerable saving. Seasons of scarcity may also arise which would make it desirable that the Institution should be independent and have means of providing for its inmates as well as stock within itself.

I may, in conclusion, remark that the general conduct of the boys has been highly satisfactory; they have worked at their different avocations with a cheerfulness and assiduity highly commendable. I have, however, to mention that there were three attempts at escape made at the instigation of a very depraved character, who, when convicted, was twenty-three years of age, and for the last six years a member of the notorious Toronto Bush-gang. He was removed to the Provincial Penitentiary as "incorrigible," where he should in the first instance have been sent.

I have the honor to be, gentlemen,

Your most obedient humble servant,

WILLIAM MOORE KELLY,

Warden, U.C.R.

# REPORT

OF THE

## REFORMATORY FOR LOWER CANADA,

FOR THE YEAR 1863.

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*To the Inspectors of Asylums, Gaols, &c. :—*

GENTLEMEN,—I have the honor to submit to you my Report, as Warden of this Institution, for the year 1863, which, with the accessory documents attached to it, will, I hope, convey to you a correct idea of the condition of the Institution in question.

I am happy to be able to state, that a most important and indispensable improvement (I allude to the surrounding wall) was completed in the month of November, with the exception of the overlaying of the joints, which could not be done on account of the advanced season. The wall is about six and a half arpents in length, and encloses an area of nearly four arpents, in which are contained the Reformatory, properly so called, the workshops and the warehouse, stores, sheds, &c.

Now, the approach of the public to the Reformatory, and communication with the prisoners is rendered, if not impossible, at least difficult: whereas previously, in spite of the most complete vigilance and the most active surveillance, the intrusion of outsiders and the communication of the prisoners with the exterior, gave rise to inconvenient results which interfered with the working of the system of discipline.

The wall, as you may have seen at your last visit, is 19 feet, French measure, in height; it is topped with squares of hammered stone, laid on a plank and covered with painted sheet iron, which projects over the edge to keep off the rain.

The materials which were used in the construction of a fourth part of this masonry were furnished by the Institution.

The great inconvenience which resulted from the difficulty of obtaining the necessary water for the use of the Reformatory, an inconvenience of which I made mention in my report of last year, has been in great measure overcome, by my causing the water to be introduced into two parts of the building, so that since the month of August last, the drawing from the river of the water necessary for the washing of the prisoners' clothes and beds, has only entailed one hour and a half of labor each day, instead of the whole day, as was formerly the case.

I have also had the water conveyed to the well, which I had dug out of the rock last year in the stable, to supply the wants of the cattle. The greater part of the work which was entailed by the introduction of the water into the Reformatory and the farm buildings, was done by the prisoners.

I have caused a story of stone to be added to the small south wing of the building, in which six punishment-cells have been constructed. The labor in the construction of this story, as well as all the carpenter's work, was performed, and the cells were constructed, by the prisoners, under the direction of the overseer of the carpenter's shop.

A shed for timber and some water-closets, so far as regards the portion built of wood, were also constructed by the prisoners, under the supervision of the same officer.

Notwithstanding that several important improvements, the necessity of which was keenly felt, have been carried out in the course of the present year, a great many still

remain to be effected, in order to provide in a satisfactory manner for the physical requirements of the Reformatory, and to render the duties connected with it more easy and less laborious.

As I had an opportunity of mentioning to you the greater part of these necessary improvements in the physical condition of this Institution, in a special report which I sent in a few days previous to my report of last year on the condition of the Reformatory, and as I shall enumerate them in my estimates for the year 1864, I shall abstain from entering on the subject in detail here.

I will venture, however, to draw your attention to the urgent necessity that exists for constructing a basin or reservoir in a part of the building above the dormitory, and for providing the means of filling it by a pump; the water might subsequently be distributed throughout the different parts of the buildings. This most important improvement would be a very great protection against fire, a disaster which is greatly to be feared in a building, the interior of which is nearly all of wood, as is the case here; and it would also put a stop to the hard labor of several prisoners under a guard, during a part of each day, in carrying the water necessary for use in the dormitory, and in filling, at different intervals, eight tuns which are placed in the corridors as a precaution against fire.

The inconveniences which result, as you have already observed, from the internal arrangements of the building, which are far from being adapted to the requirements of a Reformatory, together with the continual working at repairs and improvements, make the duties to be performed heavy and laborious, and entail great difficulty in the maintenance of order and cleanliness; and, I may add, seriously affect the working of the system. But I venture to hope that the Government will provide the means of removing these difficulties, to a great extent, in the course of the ensuing year, by causing the changes which I have pointed out in a report which I had the honor to present to you, and to which allusion has been made above, to be carried out.

THE FARM.

Having, as I mentioned in my report of last year, adopted the rotation system of cropping recommended by Mr. Inspector Taché, under which system the farm is divided into seven fields, a second field was improved this spring, and a good crop of vegetables, roots, potatoes, &c., was obtained from the two fields in question this year. The crop consisted of 500 bushels of potatoes, 300 bushels of mangel wurzel, 70 bushels of yellow turnips, 75 bushels of parsnips, 360 bushels of carrots, 6½ bushels of beans, 8 bushels of Indian corn, 25 bushels of onions, 600 head of cabbage; and 48 minots of pease and 100 of oats were grown in the third field, which is still unimproved.

I regret to add that the potato-disease has entailed upon us, as upon many others, a not inconsiderable loss.

I observed, in my report of last year, and I consider that I should repeat the remark this year, that this farm is a great deal too small to yield the necessary supplies for the prisoners and food for the cattle, there being only 38 arpents of it under cultivation.

Seven arpents of cedar fencing have also been made upon it this autumn, and a great quantity of large stones, several of which required blasting, have been removed from the different parts of the farm.

*Movement of Prisoners during the year 1863.*

|                                                                                   |    |
|-----------------------------------------------------------------------------------|----|
| Prisoners in the Lower Canada Reformatory on 31st December, 1862...               | 57 |
| Prisoners received during the year 1863.....                                      | 22 |
| <hr/>                                                                             |    |
| Total.....                                                                        | 79 |
| Prisoners released at the expiration of their sentence, during the year 1863..... | 10 |
| Prisoners escaped.....                                                            | 4  |
| Prisoners pardoned.....                                                           | 2  |
| <hr/>                                                                             |    |
| Total.....                                                                        | 63 |
| Average number in the Reformatory during the year 1863 .....                      | 61 |

*Religious denominations of the Prisoners in the Reformatory on the 31st December, 1862, and of those who were admitted during the year 1863.*

|                        |    |
|------------------------|----|
| Roman Catholics.....   | 70 |
| Church of England..... | 7  |
| Presbyterians.....     | 2  |
|                        | —  |
| Total.....             | 79 |

*Ages of the Prisoners in the Reformatory during the year 1863.*

Eleven years, 3; twelve years, 3; thirteen years, 5; fourteen years, 8; fifteen years, 13; sixteen years, 15; seventeen years, 16; eighteen years, 10; nineteen years, 2; twenty-one years, 3; twenty-three years, 1.—Total, 79.

*Place of birth of the Prisoners in the Reformatory during the year 1863.*

Lower Canada, 63; Upper Canada, 3; Ireland, 3; United States, 2; England, 3; Scotland, 2; France, 2; Not known, 1.—Total, 79.

*Place of birth of the Parents of the Prisoners in the Reformatory during the year 1863.*

Lower Canada, 43 fathers; Upper Canada, 2 fathers; Ireland, 15 fathers; Scotland, 3 fathers; England, 6 fathers; United States, 3 fathers; France, 2 fathers; Country not known, 5 fathers.—Total, 79.

Lower Canada, 49 mothers; Upper Canada, 3 mothers; Ireland, 16 mothers; England, 5 mothers; Scotland, 2 mothers; France, 2 mothers; Country not known, 2 mothers.—Total, 79.

*Number of Prisoners, who are Orphans, in the Reformatory on the 31st December, 1863.*

|                                                   |    |
|---------------------------------------------------|----|
| Prisoners whose fathers and mothers are dead..... | 3  |
| Prisoners whose fathers are dead.....             | 25 |
| Prisoners whose mothers are dead.....             | 2  |
|                                                   | —  |
| Total.....                                        | 30 |

*Occupation of the Prisoners in the Reformatory on the 31st December, 1863.*

|                                            |    |
|--------------------------------------------|----|
| Carpenters' workshop.....                  | 6  |
| Tailors' do.....                           | 12 |
| Shoemakers' do.....                        | 19 |
| Tinsmiths' do.....                         | 5  |
| Blacksmiths' do.....                       | 1  |
| Employed on the farm.....                  | 3  |
| Wood sawyers.....                          | 4  |
| Employed in the service of the master..... | 12 |
| Employed in the office.....                | 1  |
|                                            | —  |
| Total.....                                 | 63 |

DAILY ARRANGEMENTS.

From the 1st April to the 1st October the prisoners get up and dress themselves at 5 o'clock, make their toilette, sweep out their respective cells, and shake and fold their bedclothes; at 5.45 they are led by the night watch to the privies, where they cleanse their night-buckets; and at 6 o'clock, the chaplains read prayers with the prisoners in their respective chapels, after which the school or religious instruction takes up the time till 7; the prisoners then breakfast and immediately afterwards go to work in the different workshops and elsewhere till 11.45 A.M., at which hour the bell is rung for dinner, the quarter

of an hour before dinner being employed by the prisoners in washing and combing themselves in their respective workshops, under the superintendence of the chief of each workshop. Recreation is allowed in the yard until 1 P.M., when the bell rings as a signal for the re-commencement of work, which is continued until 4.30 P.M., when the bell announces that it is time to prepare for school, which begins a quarter of an hour later and is continued until 5.50 P.M. The bell then rings and evening prayer is offered up by the chaplains; the prisoners sup at 6 o'clock, and, after supper, are allowed to amuse themselves in the open air till sunset, when they are summoned by the small bell to the dormitory, where they continue their recreation till 8.30, when the signal is given by the night watch, by means of the small bell, to undress and fold up their clothes; when this is done they are shut up in their cells for the night, where they are compelled to keep silence till it is time to rise.

Three lamps burn all night in the corridor of the dormitory. One of the night guard keeps watch till 1 A.M.; the other guard, who sleeps till that time in the corridor of the dormitory, then rises and keeps watch till the prisoners get up. The night watch visit the cells every half hour.

#### WINTER.

The prisoners rise at seven A.M. from the 1st October to the 1st April; they dine at noon, receive instruction at 3.45 P.M., and sup at five; except this, the same routine is followed as in summer, except that the recreation after supper takes place in the corridor of the dormitory instead of in the yard.

#### ALIMENTARY ARRANGEMENTS.

The prisoners receive an abundant and wholesome diet, which is composed of the following articles:—

Breakfast.— $\frac{1}{2}$  lb of beef or 3 oz. of pork, cold; 1 lb of bread; pea or barley coffee, with milk, sweetened with molasses.

Dinner.— $\frac{1}{2}$  lb of beef or 5 oz. of pork, boiled;  $\frac{1}{2}$  lb of bread, potatoes, and as much pea or vegetable soup as they choose to take.

Supper.—As much corn or oatmeal gruel, with molasses in winter and milk in summer, as they choose to have, with the bread remaining from breakfast.

#### DISCIPLINE.

The prisoners are compelled to show strict obedience and respect to the officers. Silence is observed during the religious exercises, in the school, at meals, in the workshops (except such speaking as work renders necessary), and whenever they are called to form themselves in ranks to be moved from one place to another.

During their recreation, the prisoners amuse themselves with noisy sports, such as games at ball, *lacrosse*, races, &c.

They are drilled every Saturday afternoon in summer, under the command of an officer of the Reformatory, who served in Her Majesty's army for twenty-six years.

#### ACCIDENTS.

I am happy to have no accident to report to you this year, and it gives me pleasure to add that this fortunate circumstance is to be attributed to the prudence and foresight of the officers, under whose superintendence the prisoners worked at the different improvements which have been carried out this year.

#### HYGIENE.

Notwithstanding that several epidemics, such as scarlet and typhoid fever and small-pox, raged during a part of the year in this parish, the sanitary condition of the institution has continued to be excellent, with the exception of a few isolated cases of ordinary indisposition among the children, which manifested themselves from time to time.

That repulsive disease of the skin, the itch, under which most of the delinquents who arrive here labor, was communicated to some of the prisoners, but it was met with prompt and effectual treatment by Dr. Pratt, the surgeon of the Reformatory, and the contagion did not spread to the extent that might have been apprehended.

#### ESCAPES.

It is my duty to report that four escapes, crowned with success, were effected during the year on the following dates:—On the 14th June, one; on the 3rd August, one; on the 15th December, two. Two other prisoners also made their escape on the 15th December, but were brought back to the Reformatory by their relations. The escapes last mentioned were effected through the small door in the surrounding wall. I had not, up to that time, been able to secure the doors in the wall, in consequence of the locks, from delay in the execution of an order, not having been delivered before that period.

I may be allowed to observe, that it is surprising that the number of escapes and attempts at escapes have not been greater, in view of the complete absence of all means of preventing them, presented by the physical condition of the Institution before the entire completion of the surrounding wall.

If I have to report to you some cases of escape from the Reformatory, it is but just that I should state that the majority of the prisoners seem to be satisfied with the treatment which they receive, at least if I may judge by their obedience and application to work, and by the respect and esteem which they exhibit towards the officers of the Institution.

#### GENERAL OBSERVATIONS.

Many persons will no doubt consider it tiresome to read, in my present report, the same remarks which I made last year on the subject of the inefficiency of the short terms of imprisonment of the delinquents who are sent to this Institution; but the experience which I have acquired, and the careful examination that I have made of matters that are intimately connected with Reformatories, make it my duty again to express here my regret at seeing brought hither juvenile delinquents, more or less depraved, to undergo a detention of two or three years, and to declare that one of the indispensable conditions necessary to effect the permanent reformation of these unfortunate young persons, is a prolonged detention in the Reformatory; without this condition the interests of society and of the state, and the advantage of the young prisoner will be ill attended to.

In fact, how is it possible in a couple of years to change the habits and disposition of a young man who, for several years, has lived in the midst of evil and depraved associations? Little as we know of the human heart, we must admit that a longer time is necessary to correct evil habits than it took to contract them.

The object of the state in opening this Institution was, without doubt, to afford a refuge for the moral reformation of unfortunate individuals who, from various reasons or misfortunes, have failed to obtain material assistance and, above all, religious and moral instruction when entering upon their worldly career.

My experience justifies me in stating, that all young delinquents, below the age of twelve years, should be sent to this institution for a period of at least five or six years, in order not only that they may have time to learn a trade, but also that they may attain years of discretion, and acquire the degree of strength necessary to enable them to follow the trade they may have learned.

A young prisoner of from fourteen to fifteen years of age, on his liberation, has neither the strength nor the means of gaining his livelihood; nor has he the prudence to be on his guard against the danger to which he is exposed in frequenting the society of his former companions in crime, whom, after a short imprisonment, he almost always finds in the old haunts which have been the scene of their criminal exploits; and he will invariably allow himself to be led into a relapse, and his future total and almost irremediable destruction will follow.

I hasten to remark here, with a profound feeling of pity, that two of the young prisoners in this Institution will be liberated before they have attained the age of fourteen



years, and five others at the age of fifteen. These are nearly all orphans, and have no one to receive and protect them on their return into society. To add to their difficulties, they will meet with that distrust from society to which their condition as prisoners will have given rise; thus they will find themselves reduced to the sad alternative of begging their bread, stealing, or dying of hunger.

It is to be desired that summary power should be given to the Justices of Police and Recorder's Courts to send to this Institution all little vagabonds and young unfortunate individuals who may be convicted of slight offences, to the commission of which they are frequently impelled by necessity, instead of committing them to the common gaols for some weeks, or even months, there to reside in the midst of criminals of all ages and all shades of depravity. Such a change in the law respecting Reformatories would do away with the serious evil which results from frequent confinements before the prisoner is sent to such Institutions as this.

It may not be out of place to remark that in the case of nearly all the young prisoners, this class of unfortunate youths evince at first neither aptitude nor taste for labor. The tender age of most of them, joined to a habit of despairing laziness contracted during a miserable existence when they were at liberty, make them unfit, for a long time, for any occupation, and it is only by means of great patience, firm and continuous efforts and good advice frequently repeated, that I succeed in making them display good will, and in creating within them a disposition to learn a trade; but this success is never attained in less than eighteen months, or sometimes a longer term, of surveillance and exertion.

I must here state that the zealous ministrations of the two Chaplains contribute powerfully to the moral and intellectual reformation of the prisoners.

It gives me pleasure to testify, before concluding this report, to the punctuality, activity and intelligence displayed by the officers of this Institution in the discharge of their duties, thus rendering the performance of the numerous details of mine less difficult.

The Reports of the Chaplains and of the Physician of the Institution, and the statistics of the Accountant, are appended to my report, which I have the honor to present to you, and which will, I hope, meet with your approbation.

I have the honor to be, gentlemen,

Your obedient servant,

F. X. PRIEUR,

Warden, R. P., L. C.

Reformatory Prison,  
St. Vincent de Paul,  
31st December, 1862.